

RESOLUTION NO. 76856

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE SPECIFYING THE COUNCIL'S DETERMINATIONS ON PROPOSED AMENDMENTS TO THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE AND ADOPTING THE FOUR (4) FIVE WOUNDS URBAN VILLAGE PLANS (ROOSEVELT PARK, FIVE WOUNDS, TWENTY FOURTH AND WILLIAM STREET, AND LITTLE PORTUGAL)

(2013 Annual General Plan Amendments and Five Wounds Urban Village Plans)

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José and;

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042 (hereinafter the "General Plan" and;

WHEREAS, the original copy of the General Plan is on file in the Office of the Director of the Department of Planning, Building and Code Enforcement and;

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all General Plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments and;

WHEREAS, on September 25, 2013 and October 30, 2013 the Planning Commission held a public hearing to consider the proposed amendments to the General

Plan for the 2013 General Plan Annual Review and Amendment Process that are listed in Exhibit "A" hereto ("2013 Annual General Plan Amendments", at which interested persons were given the opportunity to appear and present their views with respect to said proposed amendments and;

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the proposed 2013 Annual General Plan Amendments and;

WHEREAS, an original copy of the proposed 2013 Annual General Plan Amendments is on file in the Office of the Director of Planning, Building and Code Enforcement of the City, with a copy submitted to the City Council for its consideration and;

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on October 22, 2013, at 7:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard and present their views with respect to the proposed Fall 2013 General Plan Amendments and;

WHEREAS, at its October 22, 2013 meeting, the Council continued the public hearing to November 19, 2013 at 7:00 p.m. and;

WHEREAS, on November 19, 2013, at 7:00 p.m. the Council held the continued duly noticed public hearing and gave all persons full opportunity to be heard and to present their views with respect to the proposed Fall 2013 General Plan Amendments and;

WHEREAS, the Council reviewed, considered, and adopted Resolutions regarding the Mitigated Negative Declaration for Project GP13-006 and Addenda to previously adopted Mitigated Negative Declarations for Projects GP13-003 and GP13-005 prior to making its determination on the proposed 2013 Annual General Plan Amendments and;

WHEREAS, the Council reviewed, considered, and adopted Resolutions regarding the Mitigated Negative Declarations for Project Nos. GP13-003 and GP13-006 and the addendum to the Mitigated Negative Declaration for Project No. GP13-006 prior to making its determination on the proposed 2013 Annual General Plan Amendments and;

WHEREAS, the Council reviewed and considered that certain Environmental Impact Report certified as the Envision San José 2040 EIR Resolution No. 76041 for Project Nos. GP13-007 and GP13-019 and the Environmental Impact Report certified as the San José/Santa Clara Wastewater Facility Master Plan EIR Resolution No. 76858 for Project No. GP13-020 prior to the Council's determination on the proposed 2013 Annual General Plan Amendments and;

WHEREAS, at its public hearings, the Planning Commission and Council also considered the four (4) Five Wounds Urban Village Plans (Roosevelt Park, Five Wounds, 24th and William Street and Little Portugal) for adoption and reviewed and considered that certain Environmental Impact report certified as the Envision San José 2040 Resolution No. 76041 for these Urban Village Plans and;

WHEREAS, environmental clearance was incomplete for Project No. GP13-004
and;

WHEREAS, the Council is the decision making body for all of the proposed 2013
Annual General Plan Amendments and the Urban Village Plans.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY
OF SAN JOSE AS FOLLOWS:**

SECTION 1. The Council's determinations regarding the 2013 Annual General
Plan Amendments are hereby specified and set forth in Exhibit "A" attached here to and
incorporated herein.

SECTION 2. The Council hereby approves the Urban Village Plans attached
hereto as Exhibits "B", "C", "D" and "E".

SECTION 3. The Resolution and the Council's determinations on each of the
2013 Annual General Plan Amendments specified in Exhibit "A" and the Urban Village
Plans attached hereto as Exhibits "B", "C", "D" and "E" shall take effect thirty (30) days
following the adoption of this resolution.

ADOPTED this 19th day of November, 2013, by the following vote:

AYES: CAMPOS, HERRERA, KALRA, KHAMIS, LICCARDO,
NGUYEN, OLIVERIO, ROCHA; REED.

NOES: NONE.


ABSENT: CHU, CONSTANT.

ABSTAIN: NONE.



CHUCK REED
Mayor

ATTEST:



TONI J. TABER, CMC
City Clerk

Attachments:

- Exhibit A – 2013 Annual General Plan Amendments
- Exhibit B – Roosevelt Park Urban Village Plan
- Exhibit C – Five Wounds Urban Village Plan
- Exhibit D – 24th and William Street Urban Village Plan
- Exhibit E – Little Portugal Urban Village Plan

STATE OF CALIFORNIA)
) ss
COUNTY OF SANTA CLARA)

I hereby certify that the amendments to the San Jose General Plan specified in the attached Exhibit "A" and the Urban Village Plans attached as Exhibits "B," "C," "D," and "E" were adopted by the City Council of the City of San Jose on November 19, 2013, as stated in its Resolution No. 76856.

Dated: November 19, 2013



TONI J. TABER, CMC
City Clerk

EXHIBIT "A"

2013 ANNUAL GENERAL PLAN AMENDMENTS

GP13-003. A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Open Space, Parklands and Habitat to Public/Quasi-Public to allow a public elementary school on a 1.4 gross acres site located on the south east corner of Goodyear St. and Pepitone Ave. (1197 Lick Avenue) (City Of San Jose, Owner). Council District 3. CEQA: Mitigated Negative Declaration. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval. (6-0-0-1; O'Halloran abstain). Council Action: Motion to approve failed (5-5-0-1; Oliverio, Chu, Kalra, Campos, and Rocha opposed, Liccardo abstain): Deferred to next General Plan hearing (10-0-1, Liccardo abstain)

GP13-004. A General Plan Amendment to change the Envision 2040 General Plan Land Use/Transportation Diagram designation from Light Industrial to Residential Neighborhood on a 9.73 gross acre site, located on the west side of South King Road, approximately 810 feet north of Aborn Road (2905 S King Road). Consideration of this application also requires an update to the Evergreen-East Hills Development Policy. (Principle Broadcasting Network, Owner). Council District 7. CEQA: EIR required, not prepared. Per applicant's request, the Director of Planning, Building and Code Enforcement and Planning Commission recommend withdrawal (7-0-0). Council Action: Approve Applicant's Withdrawal Request; Drop (10-0-1; Constant absent).

GP13-005 A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Neighborhood to Urban Residential on a 2.4 gross acre site, located on the west side of Race Street, 170 feet south of Park Avenue (250 Grand Avenue) (Race Street Investments LLC, Owner). Council District 6. CEQA: Addendum to the Race Street Terrace Mitigated Negative Declaration (Zoning File No. PDC11-005). Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0-0). Council Action: Approved (9-1-1; Liccardo opposed, Constant absent).

GP13-006. A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Residential Neighborhood to Mixed-Use Neighborhood on 1.0 gross acre site, located on the

west side of Thornton Way, approximately 260 feet northerly of Maywood Avenue. (Plaza III, Owner). Council District 6. CEQA: Mitigated Negative Declaration. Director of Planning, Building and Code Enforcement and the Planning Commission recommend approval (6-1-0; Cahan opposed). Council Action: Approved (11-0).

GP13-007. A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Neighborhood to Transit Residential to align with the Jackson-Taylor Specific Plan on a 5.28 gross acre site, located at/on the Block bounded by E. Taylor St., N. 7th St., Jackson St., and N. 6th St. (City of San Jose, Owner). Council District 3. CEQA: Envision San José 2040 EIR Resolution Number 76041. Director of Planning, Building and Code Enforcement and the Planning Commission recommend approval (7-0-0). Council Action: Approved (10-0-1; Constant absent).

GP13-017. A General Plan Text Amendment to clean-up Policies LU-1.1 and LU-1.2 to eliminate redundant policy and mis-numbering, (City Of San José, Owner). Council District: Citywide. CEQA: Envision San Jose 2040 EIR Resolution Number 76041. Director of Planning, Building and Code Enforcement and the Planning Commission recommend withdrawal per staff request (7-0-0). Council Action: Dropped (10-0-1; Constant absent).

GP13-018. A General Plan Text Amendment clean-up to add the "Planned Job Capacity and Housing Growth Areas by Horizon" Table currently in Appendix 5 to the main body of the General Plan, Chapter 5. (City Of San José, Owner). Council District: Citywide. CEQA: Envision San Jose 2040 EIR Resolution Number 76041. Director of Planning, Building and Code Enforcement and the Planning Commission recommend withdrawal per staff request (7-0-0). Council Action: Dropped (10-0-1; Constant absent).

GP13-019. A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Rural Residential to Residential Neighborhood on approximately 1.38 acres and Open Space, Parklands and Habitat on approximately 0.44 acres to align with the previously approved General Plan Amendment (File No. GP07-10-01 approved in 2010) on a 1.82 gross acre site, located on the east side of Almaden Expressway, approximately 1,320 feet southerly of Winfield Boulevard (6082 Almaden Expressway) (Mazzone Benjamin W. Trustee & et al, Owner). Council District 10. CEQA: Envision San Jose 2040 EIR Resolution Number 76041. Director of Planning, Building and Code Enforcement and the Planning Commission recommend approval (6-0-0-1; Bit-Badal abstain). Council Action: Approved (9-1-1; Liccardo opposed, Constant absent).

GP13-020. A General Plan amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation of a 308-acre portion of the San Jose/Santa Clara Water Pollution Control Plant from Public/Quasi-Public to Industrial Park (81 acres), Light Industrial (31 acres), Neighborhood Community Commercial (5 acres), Combined industrial/Commercial (11 acres) and Open Space, Parklands and Habitat (80 acres) located at the southern end of the San Francisco Bay within the northernmost portion of the City of San Jose immediately north of State Route 237, west of Interstate 880. (700 Los Esteros Road, APN 015-31-024+) (Cities of San Jose and Santa Clara, Owners). Council District 4. CEQA: San Jose/Santa Clara Water Pollution Control Plant Master Plan EIR (File No. PP11-043) Resolution Number 76858. Director of Planning, Building and Code Enforcement recommends approval and Planning Commission recommends approval with the Nortech Parkway extension moved to the south of the designated Open Space, Parklands and Habitat area (5-0-2: Abelite and Bit-Badal absent). Council Action: Approved (8-3; Liccardo, Kalra, and Chu opposed).

Five Wounds Urban Village Plans: Roosevelt Park, Five Wounds, Twenty Fourth and William Street, and Little Portugal. Adoption of Four (4) Urban Village Plans to implement the Urban Village strategy of the Envision San Jose 2040 General Plan, including the following minor General Plan land use designation and Village Boundary line changes:

1. **Roosevelt Park Urban Village Plan.** A General Plan amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation on a 0.71 acre portion of the Urban Village area located on the south side of East Santa Clara Street, approximately 240 feet west of US Highway 101 from Urban Village to Neighborhood/Community Commercial.
2. **Five Wounds Urban Village Plan.** A General Plan amendment to expand the Plan area boundary in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram in one (1) location on the east side of North 26th Street, approximately 130 feet north of East Santa Clara Street to include two (2) parcels that are 0.12 and 0.23 acres in size.
3. **24th and William Street Urban Village Plan.** A General Plan amendment to expand the Plan Area boundary in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram in one (1) location that includes three (3) parcels that are 1.37, 0.66, and 1.07 acres in size and located on both sides of McLaughlin Avenue, approximately 340 feet south of William Street.

4. **Little Portugal Urban Village Plan.** A General Plan amendment to:
- (a) Expand the Plan boundary in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram in the following three (3) locations:
 - (i) The east side of South 33rd Street, south of Alum Rock Avenue;
 - (ii) The east side of North 34th Street, north of Alum Rock Avenue; and
 - (iii) The north side of Alum Rock Avenue between Highway 101 and North 33rd Street;
 - (b) Change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation on each of the three locations subject to the Plan boundary change in 4(a)(i)-(iii) above from Residential Neighborhood to Urban Village; and
 - (c) Change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation on a 2 acre portion of the Urban Village Plan area located on the north and south side of Alum Rock Avenue, approximately 210 feet to the east from US Highway 101, from Urban Village to Neighborhood/Community Commercial.

Council Districts 3 & 5. CEQA: Use of the Envision San Jose 2040 General Plan Final EIR, Resolution No. 76041 Director of Planning, Building and Code Enforcement and Planning Commission recommend approval of all four (4) Urban Village Plans and related General Plan Amendments specified above (7-0-0). Council Action: Approved with changes noted in a Memorandum from Mayor Reed, and Councilmembers Campos and Liccardo with the deletion of their first recommendation (11-0).

76856

EXHIBIT "B"

ROOSEVELT PARK

URBAN VILLAGE PLAN



Draft Plan - September 2013

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INTRODUCTION

The Roosevelt Park Urban Village Plan, together with the Little Portugal, Five Wounds, and 24th & William Street Urban Village Plans, are part of the first group of Urban Village Plans prepared by the City and the community to further the Urban Village strategy of the Envision San Jose 2040 General Plan. As a City Council approved policy document for the future growth of the Roosevelt Park Urban Village, this Plan establishes a framework for the transition of the Roosevelt Park Urban Village into a vibrant mixed-use and pedestrian-oriented district that complements and supports the planned Bus Rapid Transit System (BRT) along East Santa Clara Street and creates a safe environment for all modes of travel, a healthy mix of uses, and public gathering places... a great place to live, work, and play. This Plan includes goals, objectives and policies designed to shape both future public and private development.

BACKGROUND AND PLANNING PROCESS

The planning process for the Roosevelt Park Urban Village really began with the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Plan that was completed in August of 2002. This SNI Plan outlined the community's vision and land use direction for the area that now encompasses four Urban Villages including the subject Roosevelt Park Urban Village, as well as, the Little Portugal, Five Wounds, and 24th & William Street Urban Villages. For Roosevelt Park Urban Village area, the vision of the SNI Plan was for a 3- to 5-story, mixed-use and pedestrian oriented corridor with ground floor storefronts. While the SNI Plan was accepted by the City Council in 2002 as the community's vision and priorities for the Five Wounds/Brookwood Terrace Area, the Plan and its land use recommendations for the Roosevelt Park Urban Village area were not approved by the City Council and did not become official City Policy.

In 2010, the vision and recommendations for the future of the Five Wounds planning area, including the Roosevelt Park Urban Village, were further developed in the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan. This Plan was developed by the community and San Jose State University, with support from the City, under the umbrella of CommUniverCity. Completed in September of 2010, this Plan refined the land use, urban design, circulation, and parks and open space recommendations for Roosevelt Park and the aforementioned three other Urban Villages in the Five Wounds/Brookwood Terrace area. The recommendations of this Plan were not, however, formally approved as City policy by the City Council.

In 2011, at the conclusion of the Envision San Jose 2040 General Plan Update process, the first Urban Village planning process was started in the Five Wounds/Brookwood Terrace area, using the CommUniverCity plan concept as the starting point. The vision, goals, and many policy recommendations of the CommUniverCity Plan have been integrated into the Roosevelt Park Urban Village Plan, as they are consistent with the strategies of the Envision San Jose 2040 General Plan. Unlike the prior planning processes, this Plan is approved by the City Council as the City's policy for future growth within this Urban Village.

The Planning Process for the Roosevelt Park Urban Village Plan was combined with the Planning process for the Five Wounds, Little Portugal, and 24th & William Street Urban Villages. The process first consisted of two community meetings where staff explained the Envision San Jose 2040 Urban Village strategy and how it would be implemented in the Five Wounds/Brookwood Terrace area. Following this outreach, two additional community workshops were held, each attended by approximately 40 to 50 residents, and property and business owners. At the first

workshop, on July 23, 2011, the community provided comments and direction on a draft land use plan. At the second community workshop, on January 26, 2012, the community reviewed and provided input on the refined land use and urban design plan, as well as the circulation, streetscape, parks and trails, and parking recommendations.

LAND USE

Land Use Goal: Create a pedestrian-oriented, complete community in the Roosevelt Park Urban Village by developing a mix of uses along East Santa Clara Street including retail sales and services, public facilities, offices and other commercial uses integrated with high density housing, to serve the surrounding neighborhoods and help create a vibrant great place.

Currently, East Santa Clara Street, between the Coyote Creek and US 101, consists of the Roosevelt Community Center and Park and one- and two-story commercial buildings that contain restaurants, ethnic and convenience markets, medical offices, and community-serving retail stores and services. The corridor also includes a few older mixed use buildings that have ground floor commercial with apartments above. Much of this development is more than 50 years old and is pedestrian-oriented, with buildings built up to and addressing the sidewalk. The goal of this plan is to retain and expand upon the existing mix of community-serving commercial uses and the pedestrian orientation of much of the area, and integrate new high density housing as well as taller, more urban development into the corridor. This Plan recognizes that additional development along the corridor, if well designed and containing the right mix of uses, can add new vitality to the area and enhance its positive image. An expanded mix of neighborhood-serving uses, housing and employment opportunities would provide residents with the opportunity to meet many of their daily needs by walking, bicycling or taking transit, thereby furthering the City's General Plan goals to support a healthy community, and reduce traffic congestion and resulting greenhouse gas emissions and energy consumption.

A. PLANNED GROWTH CAPACITY AND OBJECTIVES

This Plan establishes a commercial/employment square footage objective and residential unit planned capacity for the overall Village, as well as for each of the identified Areas within the Village. The commercial objectives and residential capacities indicated are totals, consisting of the existing number of residential units and commercial square footage, plus the new development in units or square footage.

1. EMPLOYMENT GROWTH

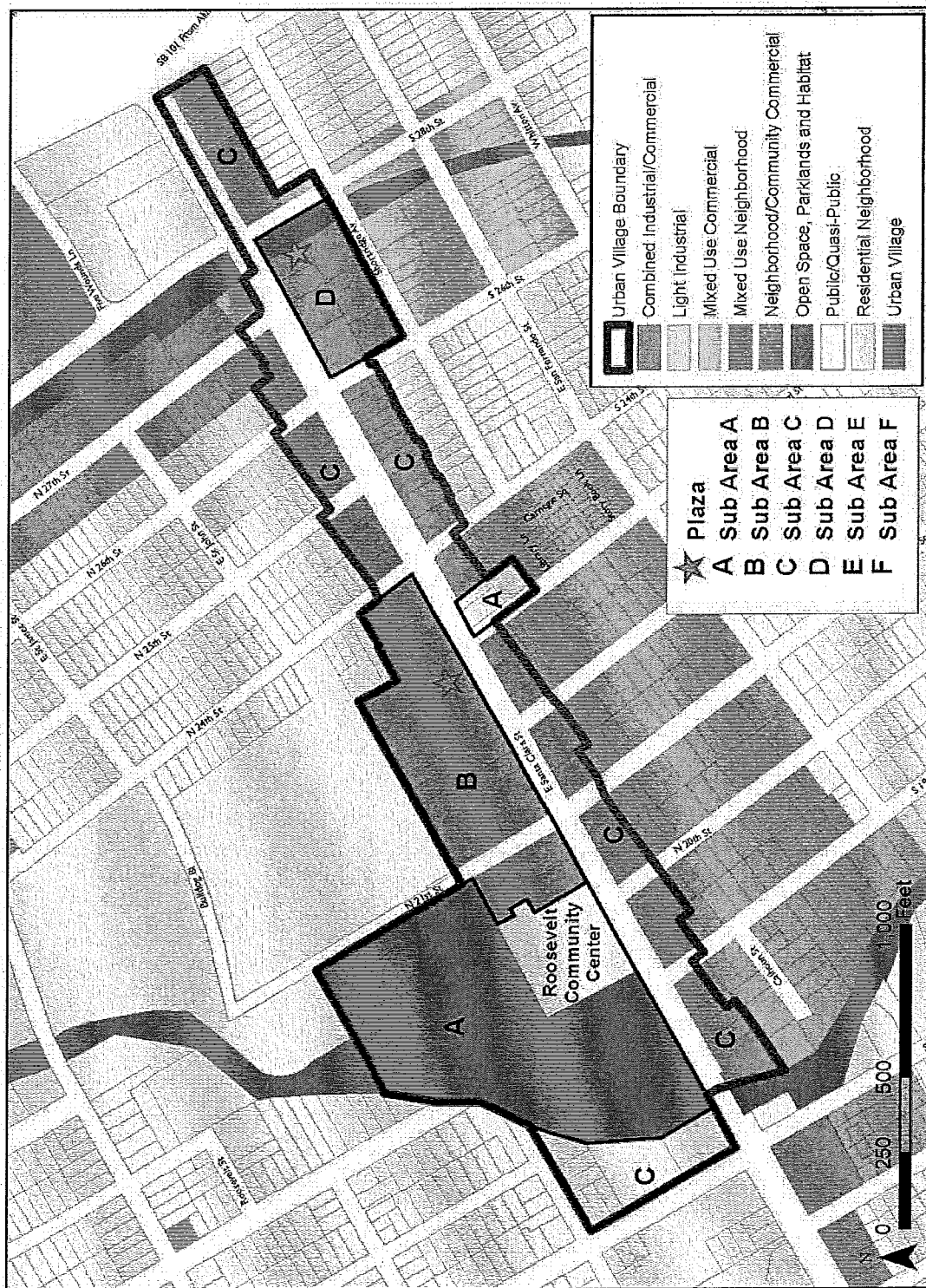
Area A is not anticipated for any additional commercial/employment uses as the Area encompasses only the Roosevelt Community Center and Park and the San Jose Water Works

facility. For the remaining Areas, the overall objective for the whole Village is to develop an a total of 526,000 square feet of commercial/employment space, which equates to the existing job square footage plus new planned jobs square footage.

The commercial square footage objective establishes the amount of employment growth that is desired and is planned to be accommodated in the Roosevelt Park Urban Village. The Village objective of 526,000 square feet is based upon the "jobs first" Envision San Jose 2040 General Plan planned capacity of 605 jobs for the Roosevelt Park Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type.

2. HOUSING GROWTH

The planned dwelling unit capacity for the residential portion of mixed-use developments is 650 units for all Areas, except Area A. This overall residential unit capacity is the maximum residential growth planned for the Roosevelt Park Urban Village in the Envision San Jose 2040 General Plan. In this Plan, the community recognizes the importance of providing new housing in the Roosevelt Park Urban Village as a means of creating a more vibrant and active place; however, because the Envision San Jose 2040 General Plan is a jobs focused Plan, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.



B. LAND USE DESIGNATIONS

To focus future land uses, the Roosevelt Park Urban Village is broken into four (4) Areas, Areas A, B, C, and D. As shown on the *Roosevelt Park Village Land Use Plan*, Area A includes the only three (3) Public/Quasi-Public uses within the Roosevelt Park Urban Village, the Roosevelt Community Center and Park, San Jose Water Works, and the East San Jose Carnegie Branch Library, and five (5) single-family residences. Therefore, a majority of the Roosevelt Park Urban Village is located in Area C. Located on both the north and south sides of East Santa Clara Street, Area C is comprised mostly of properties that are small and shallow in depth. Areas B and D are comprised of those properties that are comparatively larger and with a greater depth. Four (4) Envision San Jose 2040 General Plan land use designations are applied within the Roosevelt Park Urban Village, as described below. These land use designations must be used in conjunction with the goals and policies of this Urban Village Plan.

Public/Quasi-Public

Density: FAR N/A

A majority of Area A is designated with the Public/Quasi- Public land use designation which is applied to the properties of the existing Roosevelt Community Center and Park, San Jose Water Works, and the East San Jose Carnegie Branch Library.

The Public/Quasi- Public category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as a jointly administered public/private research institute or an integrated convention center/hotel/restaurant complex - are allowed. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation. The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site.

Open Space, Parklands and Habitat

Density: FAR N/A

Area A is also designated with the Open Space, Parklands and Habitat land use designation which is applied to Roosevelt Park.

The Open Space, Parklands and Habitat category is used to designate lands that can be publicly- or privately-owned that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation is applied within the Urban Growth Boundary to lands that are owned by non-profits or public agencies that intend their permanent use as open space, including lands adjacent to various creeks throughout the City.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts and, for properties located outside of the Greenline / Urban Growth Boundary, should avoid use of non-native, irrigated vegetation or development of new structures that would alter the environmental and visual quality of native habitat areas. Development of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for Open Space, Parklands and Habitat properties both within and outside of the Greenline / Urban Growth Boundary, but in the latter case should be sensitively located so as to minimize potential environmental and visual impacts. Within the Greenline / Urban Growth Boundary, community centers, public golf courses, and other amenities open to the public would also be allowed within publicly-owned properties in this designation.

Residential Neighborhood

Density: Typically 8 DU/AC (Match existing Neighborhood Character); FAR up to 0.7 (1 to 2.5 stories)

The Residential Neighborhood land use designation is applied to the five (5) existing single-family detached residences that are located along the south side of East St. John Street east of North 17th Street.

This designation is applied to encompass the only single-family residential neighborhood within the Village area. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing and, where applicable, extending or completing the existing street network. The average lot size, orientation, and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any

adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project.

Neighborhood/Community Commercial

Density: No established minimum or maximum FAR

The portion of Area C that is adjacent to the US 101 on ramps is designated with a Neighborhood/Community Commercial land use designation. The Neighborhood/Community Commercial land use designation supports a broad range of commercial uses such as neighborhood-serving retail stores and services, offices and private community gathering facilities, including places of worship. New residential uses are *not* supported by this land use designation; given its proximity to the freeway on-ramps this portion of Area C is not ideal for residential uses.

The floor area ratio's (FAR) for this Land Use Designation in Roosevelt Urban Village varies slightly from the prescriptive FAR's established as part of this Land Use Designation in the Envision San Jose 2040 General Plan. While the General Plan limits the FAR of development within the Neighborhood/Community Commercial designation to an FAR of up to 2, this plan does not establish a maximum, or minimum FAR. Development intensities will be limited by limits on the number of stories and by building height "step down" policies established in this Plan.

Urban Village

Density: No established FAR minimum or maximum for commercial development. Commercial FAR minimum for mixed-use development varies by Area. No established minimum or maximum residential unit density.

Areas B through D, which constitute the majority of the Roosevelt Park Urban Village, are designated with the Urban Village land use designation. The Urban Village designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. In the Roosevelt Park Urban Village Plan, this designation also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. Residential projects that "stand alone" and do not include a commercial component are not consistent with the Urban Village designation in this Plan.

This Plan does not establish a maximum FAR for commercial or mixed residential/commercial development for properties designated Urban Village, nor does it establish a maximum or minimum number of dwelling units per acre for the residential portion of mixed use projects. The intensity or density of new development will effectively be limited by the maximum height limits established in this Plan and shown on the *Roosevelt Park Village Height Diagram* and by the parking requirements established in the Zoning Ordinance.

This Plan does establish a commercial FAR objective for new development in order to achieve the vision for the Roosevelt Park Urban Village of an urban and pedestrian-oriented corridor with higher intensity development than currently exists. This Plan establishes a long-term objective that properties redeveloped with commercial uses should have a minimum FAR of 0.45, and preferably higher. Commercial projects developed at less than an FAR of 0.45, while permitted, are intended to be interim uses to ultimately be replaced by high intensity commercial/employment uses in the future.

To meet the employment lands and job development objective for this Village described below, this Plan establishes a minimum FAR for the commercial/employment component of a mixed-use project. In Areas B and D, the minimum FAR for the commercial portion of a mixed use project should be 0.50 and in Area C, the minimum FAR should be 0.30.

C. LAND USE POLICIES

A primary objective of this Plan is to retain the existing amount of commercial space within the Roosevelt Park Urban Village Area and increase commercial activity and employment opportunities as the area redevelops. The existing commercial/employment square footage is estimated to be 344,500 square feet—this Plan establishes an overall objective to increase the overall amount of commercial square footage by 53%.

This Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are largely generally envisioned to be a mix of retail shops and services, and professional and general offices. This Plan supports retail uses that are small or mid sized in scale, and which serve the immediately surrounding neighborhoods, as well as communities within roughly a two-mile radius. Big box or “large format” retail uses are not feasible given the small sizes of parcels along this section of East Santa Clara Street. Large format retail would not be appropriate in this pedestrian-oriented Village, given the auto-orientation of these uses.

While this Plan allows “stand-alone” commercial development of relatively low density and supports the continued use of the existing small-scale residential development, higher intensity development built with a floor area ratio (FAR) of 1.9 or greater is encouraged: a building built at an FAR of 1.9 would typically be 3 stories in height.

While this Plan emphasizes expanding commercial activity in the Roosevelt Park Urban Village, it also supports high density mixed-use residential development. Residents of new housing will support local businesses, acting as a catalyst for more economic and commercial development. This Plan does not establish a minimum density for residential mixed-use development. A commercial development that includes a small number (e.g. three) of residential units could be supported. Nevertheless, this Plan encourages development of mixed-use residential projects at higher densities, where they can be designed to be compatible with the surrounding neighborhoods.

This Plan precludes the development of stand-alone residential projects within the Urban Village boundary in order to achieve the employment goals of the Envision San Jose 2040 General Plan and of this Urban Village Plan. Based on recent history and development patterns, without this requirement for a commercial component in all projects, predominantly stand-alone residential projects would likely be built in the Roosevelt Park Urban Village, consuming land that is needed for job and commercial growth. Therefore, as discussed above, this Plan establishes a minimum amount of commercial square footage required as part of any residential project by establishing minimum commercial FARs for Areas B, C, and D. There is however, one exception to these requirements for sites designated with the Urban Village land use designation. This exception could allow a residential project with an Urban Village land use designation to provide a lower commercial FAR or potentially no commercial FAR at all. If the existing amount of commercial development at some point in the future exceeds the FAR objective for a given area, then a residential project could provide less than the required commercial FAR, such that the overall amount of commercial development within the given area would not drop below the FAR objective.

Finally, since the Roosevelt Park Urban Village will have a pedestrian focus, this Plan does not support new drive-through or other auto-oriented uses such as auto repair, automobile sales and rentals, sales of auto parts, or car washes. In addition to detracting from the Village’s walking environment, these uses would not support ridership on the planned Bus Rapid Transit project. This Plan also supports the preservation, protection, and restoration of the Coyote Creek and its adjacent riparian lands. However, that objective must also be balanced with the goal of transitioning the Roosevelt Park Urban Village into a vibrant mixed-use, pedestrian-oriented, urban district that will introduce denser and taller development into the corridor.

Land Use Policies

Land Use Policy 1: Grow the Roosevelt Park Urban Village into an economically vibrant commercial district that serves the surrounding communities and increase commercial building square footage within the Village by 53 percent.

Land Use Policy 2: New commercial development is encouraged to be built at Floor Area Ratios of 0.45 or greater.

Land Use Policy 3: The minimum FAR for the commercial portion of a mixed use project should be 0.50 in Areas B and D, and 0.30 in Area C.

Land Use Policy 4: A mixed use residential project with the minimum commercial FAR called for in this Plan could be permitted to provide a lower commercial FAR or potentially no commercial FAR at all, if the existing amount of commercial development exceeds the FAR objective within the site's given area as indicated on the Roosevelt Park Land Use Plan, and such that the overall amount of commercial development within the given area would not drop below the FAR objective.

Land Use Policy 5: Development of ground floor neighborhood-serving commercial uses along E. Santa Clara Street is strongly encouraged.

Land Use Policy 6: New residential development adjacent to the Five Wounds Trail corridor should provide primary unit entries, stoops, and porches facing the trail.

Land Use Policy 7: New residential development adjacent to the Five Wounds Trail corridor should provide ground floor units that face the trail.

Land Use Policy 8: Create a high-density mixed-use Urban Village that is pedestrian focused and enhances the quality of life for residents in surrounding communities.

Land Use Policy 9: Mixed-use residential projects are encouraged to build at densities of 50 dwelling units to the acre or greater on sites those sites that are large in size, such as the Empire Lumber site, given that the site design is compatible with the surrounding neighborhood.

Land Use Policy 10: Drive-through uses should not be permitted within the Roosevelt Park Urban Village

Land Use Policy 11: Motor vehicle uses such as auto repair, automobile sale and rental lots, auto parts sales, and car washes are strongly discouraged.

Land Use Policy 12: Types of uses in a mix and intensity that support ridership on Bus Rapid Transit are strongly encouraged

Land Use Policy 13: *The combining of parcels along East Santa Clara Street is encouraged to facilitate new development, especially mixed-uses, at a higher density or intensity, and to provide for the inclusion of public plazas and other private but publicly-accessible open spaces into new development.*

Land Use Policy 14: *Ensure that new public and private development adjacent to the Coyote Creek riparian corridor is consistent with the provisions of the City's Riparian Corridor Policy while recognizing that this plan supports more intensive urban development adjacent to the riparian corridor.*

Land Use Policy 15: *New development that abuts the Coyote Creek should include an open space setback consistent with the City's Riparian Corridor Policy.*

Land Use Policy 16: *Preserve and enhance public connections to the Coyote Creek.*

URBAN DESIGN

Urban Design Goal: Create an attractive Urban Village that is a catalyst for the economic vitality of the E. Santa Clara Street Corridor, creates a vibrant pedestrian environment and contributes towards a strong and positive community identity through high quality and thoughtful design of buildings and public spaces.

The quality of urban design, including both the architecture and design of new buildings and materials used, and the massing and placement of the buildings in relationship to the street, each other, and the surrounding neighborhood, will play a critical role in making Roosevelt Park a great place. If successful, the high quality of design in Roosevelt Park Urban Village will contribute to the positive identity of the area and set it apart from other areas of the City as place to live, shop and work.

This Plan provides urban design objectives, and policies and actions intended to achieve these objectives, to facilitate new development within this Urban Village that is of high quality and lasting design, pedestrian-oriented, and urban in scale. At the same time, this Plan includes design parameters to ensure that urban development along the corridor is compatible with the surrounding neighborhoods.

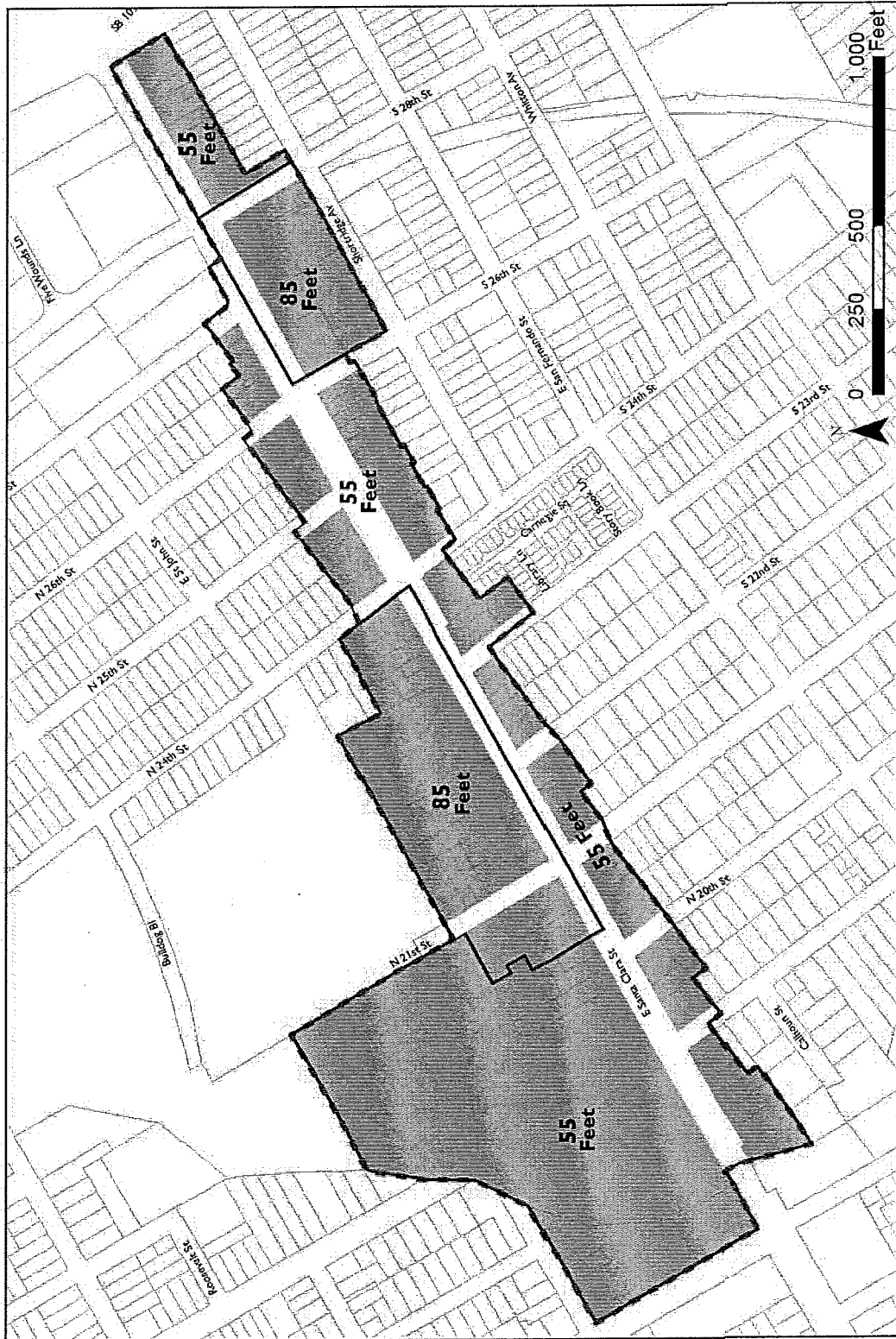
A. BUILDING HEIGHT

The surrounding community has expressed support for the redevelopment of the existing, predominately single-story commercial buildings along East Santa Clara Street with multi-story commercial or mixed-use development. However, the surrounding neighborhood is largely composed of one-story single-family homes, with a few duplexes and small two-story apartment buildings interspersed. As the area redevelops, it will be critical to ensure that buildings do not overshadow or overwhelm the adjacent homes and that they maintain sufficient rear setbacks adjacent to this lower density residential development. To ensure neighborhood compatibility, this Plan establishes the height limit and "step down" policies for new development along East Santa Clara Street. Height limits for each of the Areas are also shown in the *Roosevelt Park Village Height Diagram*. The height step down policies, for portions of new development adjacent to the surrounding residential neighborhood, are based upon the existing Main Street Zoning District established in the Zoning Ordinance.

Additionally, the community has expressed the desire to ensure that the Five Wounds Portuguese National Church structure continues to be a visually prominent feature of the

community. The Five Wounds Portuguese National Church is a historic landmark and a symbol of the long standing Portuguese presence in the area. Therefore, this Plan establishes a building height policy to protect the visual prominence of the church structure.

Figure 2
Roosevelt Park Village Height Diagram



Building Height Policies

Building Height Policy 1: Accommodate high density and intensified uses along East Santa Clara Street in multi-story buildings that are compatible with the surrounding neighborhoods.

Building Height Policy 2: New development in the Roosevelt Park Urban Village shall not exceed the height limits as indicated on the Roosevelt Park Village Height Diagram, except as allowed per Height Policy No. 3.

Building Height Policy 3: Limited projections of non-habitable architectural elements, mechanical and equipment rooms, and special treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted above the maximum height limit by 10 feet. Such projections shall not effectively create an overall building face that is greater than the established height limit.

Building Height Policy 4: New development in Area D, the former Empire Lumber site, located on the south side of East Santa Clara Street shall be designed such that views of the Five Wounds Portuguese National Church will be maintained for a majority of the neighborhood located to the south and southwest of the site. No more than 50 percent of the footprint of the block, which comprises Area D, shall contain, in total, building massing that exceeds 55 feet. Buildings over 55 feet in height shall provide a height and massing study to demonstrate how the views of the Church will be maintained, particularly from the south and southwest.

Building Height Policy 5: All portions of buildings over 55 feet in height shall be stepped back from the lower portion of the building such that the massing of the building does not overwhelm the sidewalk and the street.

Building Height Policy 6: New development adjacent to property with an existing single-family home or with a General Plan land use designation of Residential Neighborhood with a density of 8 dwelling units to the acre or less, shall step down in height to 35 feet within 20 feet of such single-family properties.

Building Height Policy 7: The height of new development on properties adjacent to, and in the vicinity of the Five Wounds Portuguese National Church, including the block on East Santa Clara Street that formally contained Empire Lumber, should protect the visual integrity and prominence of the church structure.

B. ARCHITECTURE

Building architecture, when thoughtfully designed, can have a positive effect in shaping the identity of a district. This Plan intends that new buildings are of a high quality design that enhances the positive sense of place in Roosevelt Park and contributes to its economic and social vitality. While the policies below provide a great degree of flexibility, the community has expressed a strong preference for buildings built in a Mediterranean architectural style or other architectural styles that reflect the Portuguese, as well as the Mexican heritage of the area.

Architecture Policies

Architecture Policy 1: Ensure that the design of new development in the Roosevelt Park Urban Village is of a high standard and contributes to the positive image and vitality of the corridor.

Architecture Policy 2: New development along East Santa Clara Street is encouraged to be built in a Mediterranean or other similar architectural styles that reflect the ethnic heritage of the area.

Architecture Policy 3: To create a visually rich and interesting built environment, articulation of building façades and variations in building planes and roof lines are encouraged in new development. New buildings should avoid a monolithic appearance.

Architecture Policy 4: Larger buildings should include changes in plane and roof lines to reflect individual units or tenant spaces so that the large building appears to be several small buildings.

Architecture Policy 5: New development should include decorative elements on building facades and entryways, and are encouraged to integrate unique, artisan and artist-designed elements into façades and public spaces.

Architecture Policy 6: New development should use high quality, durable building materials on the façades of buildings, and in publicly visible areas.

C. STREET FRONTAGE

For a pedestrian on the sidewalk, the most important element of a building is the design of the ground floor. This Plan establishes the following policies to guide the sidewalk-level design of

new buildings along East Santa Clara Street to ensure that development contributes to a positive walking experience.

Street Frontage Policies

Street Frontage Policy 1: Provide a comfortable and visually engaging pedestrian environment through the creation of an inviting pedestrian-oriented building street frontage.

Street Frontage Policy 2: At least 70 percent of any building frontage along East Santa Clara Street should be devoted to windows and entrance areas.

Street Frontage Policy 3: Large blank walls are discouraged along East Santa Clara Street, 24th Street and 28th Street, and adjacent to public spaces such as plazas. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften the visual impact.

Street Frontage Policy 4: High visibility from the sidewalk into the interior of retail shops is encouraged through use of transparent openings and windows in building facades.

Street Frontage Policy 5: The installation of awnings and canopies is encouraged in retail areas to create shelter and shade for pedestrians. Bulky awnings that obscure views of building facades are discouraged.

Street Frontage Policy 6: The use of tinted and reflective windows on first floor storefronts is discouraged.

Street Frontage Policy 7: All ground floor commercial space fronting on East Santa Clara Street, should have a primary building entry along and accessible from the adjacent sidewalk.

D. SETBACKS AND BUILDING PLACEMENT

In addition to the design of a building's facade, the placement of a building on a property can also significantly contribute towards, or detract from the pedestrian environment.

Many of the buildings in the Roosevelt Park Urban Village, built largely prior to World War II, have been constructed adjacent to the sidewalk, with the main entrance and windows facing the street and sidewalk. Parking, when provided, is located on the side or behind the building. While this Plan envisions significantly more dense development than the one- and two-story commercial buildings that currently exist, new development should replicate the existing

pedestrian-oriented setbacks and building placement of many of these older commercial buildings.

Setback Policies

Setback Policy 1: Establish a consistent "building-defined" street edge with pedestrian-oriented, street-facing development along East Santa Clara Street with building facades located adjacent to the sidewalk.

Setback Policy 2: New buildings along East Santa Clara Street should be built adjacent to the sidewalk, with no or minimal front and side street setbacks for the majority of the front or side building façades.

Setback Policy 3: Greater setbacks along a public right-of-way should be accommodated in order to; (1) provide any additional needed pedestrian walkway/sidewalk to widen the public right-of-way to the desired consistent sidewalk width of 16 feet; (2) provide one or more recessed pedestrian entries; (3) a pedestrian plaza; (4) to accommodate pedestrian ramps; or (5) recessed pedestrian entries at the ground level or residential balconies at the elevation of the second finished floor or above.

Setback Policy 4: Parking lots or structures should be located behind or under buildings, and surface parking should not be located between the sidewalk and the front building façades along East Santa Clara Street.

Setback Policy 5: Parking areas that are located at the side of a building, adjacent to East Santa Clara Street, should not occupy more than 30 percent of a given property or project's street frontage along East Santa Clara Street. For corner properties, parking areas should not be located adjacent to an intersection.

E. GATEWAYS

The purpose of a Gateway is to provide an Urban Village identifier that announces that one is entering a distinct district within San Jose. A Gateway feature is envisioned to be placed only near the western edge of the Roosevelt Park Urban Village area and not near the eastern edge. This is so as to not compete or be confused with the Little Portugal Gateway feature that is planned near the area where these two Villages abut each other.

A Gateway would not need to include a formal or traditional column-like structure, but instead could include distinctive architectural elements, public art, landscaping, and/or paving treatments. A Gateway could also include signage identifying the Village, consistent with the City's Sign Ordinance, Title 23. As with the streetscape amenities discussed below, it is not anticipated that the City will have funding available for development of a Gateway, so funding will likely need to be secured through grants or private sources. As the adjacent properties redevelop, some gateway elements could potentially be funded by developers and integrated into their proposed development.

Gateway Policies

Gateway Policy 1: When new development is proposed at the western edge of the Roosevelt Park Urban Village boundary, near Coyote Creek, work with the property owners to incorporate Gateway elements adjacent to East Santa Clara Street into their project.

STREETSCAPE

Streetscape Goal: Create an attractive pedestrian-friendly street environment that contributes to the positive identity of the Roosevelt Park Urban Village, encourages walking, bicycling and transit ridership, and acts as a catalyst for private investment and business activity.

The character of the street and sidewalk play an important role in defining the identity of a place and in creating an environment where people feel comfortable walking and frequenting shops and services to meet their daily needs. Establishing an attractive and interesting streetscape in the Roosevelt Park Urban Village will help create a place where people want to socialize, shop and live, and therefore, a place where businesses want to locate and invest. This section identifies improvements and design elements within the public right-of-way that will, in conjunction with new high quality development, promote the success of the Roosevelt Park Urban Village.

A. STREET TREES

Street trees provide many benefits to an urban corridor. Street trees make an area more attractive, contributing towards the corridor's positive identity, thereby encouraging private investment, increasing the flow of customers to businesses, and potentially increasing property values. Street trees create inviting pedestrian areas that encourage walking by providing shade from the sun and by providing a physical and visual barrier between pedestrians and the automobile activity on the street. In addition, street trees can increase pedestrian safety and reduce traffic noise by causing motorists to perceive a narrower street and slow down. Trees, large canopy trees in particular, produce shade which can reduce building energy costs naturally reducing the need for air conditioning, and trees improve air quality by filtering particulates from the air.

East Santa Clara Street, between US 101 and North 17th Street, has a consistent row of London Plane trees on both sides of the street that are beginning to mature and provide a wide canopy of shade. These trees should be maintained. When new or replacement trees are planted along East Santa Clara Street, these should also be London Plane trees, or other varieties that are appropriate for a street environment and which can thrive in San Jose's Mediterranean climate. Where space allows, new or replacement trees should grow to provide a large shade canopy over the sidewalk when mature.

Street Tree Policy

Street Tree Policy 1: Maintain a consistent row of street trees along East Santa Clara Street that provides a wide and dense canopy of shade over the sidewalk and extends over the street.

Street Tree Policy 2: Where possible, expand the existing street tree canopy along East Santa Clara Street.

B. STREETScape AMENITIES

The *BART Station Area Community Concept Plan* identified a number of public amenities recommended to be included in the Roosevelt Park Urban Village. These improvements include self-cleaning public restrooms, pedestrian scale lighting, drinking fountains, historic placards, street banners, and attractive and numerous trash and recycling receptacles. In addition, attractive landscaping within the “park” strip between the sidewalk and the street curb could beautify the corridor. If designed and executed well, these types of amenities can create an inviting pedestrian environment that could result in more community activity and business patronage along the corridor, which in turn could catalyze more private investment.

It is not anticipated that the City of San Jose will be able to provide or directly fund most of the amenities identified by the community, or maintain them if capital funds are secured, due to anticipated ongoing City budget limitations. Nevertheless, funding for the installation and maintenance of some of the identified streetscape elements could be provided by property and business owners through a special financing district, established through approval by property and/or business owners. The City’s role in installing these amenities would primarily be to work with property and business owners to facilitate their installation and maintenance, and identify and pursue opportunities as they arise. Some streetscape amenities could also be installed as part of the construction of new private development along East Santa Clara Street, through the City and community’s successful negotiation with developers during the land use entitlement process.

One possible tool for developing some desired streetscape amenities is the City’s Public Arts Program. If streetscape elements such as street banners, street furniture, pedestrian-scale lighting, historic placards, and the like are designed by artists as unique but functional public art pieces, existing and proposed sources of public art funding could potentially be used for their installation, as discussed in the Public Arts section below.

Another possible funding source for streetscape amenities could be the establishment of a Parking Improvement District. The establishment of a parking district would require agreement

of businesses along East Santa Clara Street and would involve the installation of parking meters. Revenue collected from the meters could be dedicated to those improvements identified within the District, and managed by the business owners through a business association. An action to explore establishment of a Parking Improvement District as the area begins to redevelop and business activity increases is included below in the Parking section.

Streetscape Amenities Policies

Streetscape Policy 1: Develop streetscape amenities along East Santa Clara Street that contribute to the positive image of the corridor, support its businesses and create an attractive and comfortable pedestrian and shopping environment.

Streetscape Policy 2: Work with business and property owners, through the East Santa Clara Street Business Association, to identify funding strategies and opportunities for the installation and maintenance of streetscape amenities and landscaping along East Santa Clara Street.

Streetscape Policy 3: When funding becomes available, work collaboratively with property and business owners to identify a prioritized list of streetscape amenities and develop improvement plans for priority improvements, as needed.

Streetscape Policy 4: During the development entitlement process, encourage developers along East Santa Clara Street to contribute towards or construct streetscape amenities.

C. PUBLIC ART

Public art throughout the Roosevelt Park Urban Village can play a key role in reinforcing the visual identity of the area, celebrating its diverse cultural history, and providing significant added value to both public infrastructure and private development. Public art could occur as stand alone art pieces; however, it is envisioned to be integrated into the streetscape and buildings and to play a functional and not just aesthetic role. Examples of functional public art include street furniture, street or building lighting, paving treatments, bicycle racks, tree guards and grates, and gateway elements such as columns and landscaping. While this Plan does not limit the development of public art pieces to local artists, it does encourage consideration of local artists in the selection process and encourages the development and retention of local talent.

There are some limited funding mechanisms for public art. One, which applies only to public projects on City property, is the “percent for art” program. A “percent for art” is an allocation

of one percent of all capital project costs for the design, fabrication and installation of public artworks to enhance the design and add to the character of the community served by the capital improvement. Percent for art funds within the City of San Jose are managed by the Public Art Program/Office of Cultural Affairs in collaboration with stakeholders and capital project managers. Public projects that are developed by outside agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case-by case basis. The City is currently negotiating with VTA for funding for public art along the East Santa Clara and Alum Rock Avenue corridor as part of the Bus Rapid Transit project.

A potential funding source for public art that should be explored is the establishment of a percentage for art program from new private development projects. The percent for art for private development would be calculated based on estimated building valuation calculated at the time of permit issuance. Such a funding tool could potentially be applied citywide, just to Roosevelt Park or to all Urban Villages and other growth areas. Regardless of how widely such a funding tool would apply, the funds collected in a given area would need to be spent within that area.

Another potential funding source for public art in the Roosevelt Park Urban Village, as well as, for other physical improvements and for streetscape maintenance, could be the establishment of a special financing district. Such a district would need to be established by a vote of the property owners and/or business owners, depending on the financing mechanism. While the City would need to manage the process to establish a district, the property and/or business owners would need to express interest in initiating the process.

In addition to special financing districts or requirements for private contributions towards public art, developers can be encouraged, through the entitlement process, to integrate unique and/or artist-designed building and site elements into their projects.

Public Art Policies

Public Art Policy 1: Create an attractive and culturally rich environment that helps to establish a unique identity for East Santa Clara Street by integrating public art and artist-designed elements into both the public and privately built environment.

Public Art Policy 2: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Roosevelt Park Urban Village to public arts projects within this Village.

Public Art Policy 3: *Integrate public art and artist-designed streetscape elements, such as street furniture, bicycle racks, tree wells, and pavement treatments, into the streetscape and public right-of-way along E. Santa Clara Street.*

Public Art Policy 4: *Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc.*

Public Art Actions

Public Art Action 1: *Explore establishment of a public art fee on new private development in the Roosevelt Park Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San Jose 2040 General Plan.*

Public Art Action 2: *Continue to negotiate with VTA for monies as part of the Bus Rapid Transit project to develop public art along East Santa Clara Street.*

PEDESTRIAN CIRCULATION

Pedestrian Circulation Goal: *Create a safe, attractive, and inviting pedestrian environment that provides direct and convenient pedestrian access within the Urban Village and between the Village and the surrounding neighborhoods.*

A key goal of the Envision San Jose 2040 General Plan and this Village Plan, is to create an urban fabric where walking is a convenient way to get from one place to another, and where the built environment is refocused from the automobile towards the pedestrian or cyclist. Roosevelt Park should be a place where people are encouraged and feel comfortable walking within the Village, and where surrounding community members are encouraged to walk from their homes to the Village. This section focuses on the pedestrian infrastructure that is needed to create a successful walkable Urban Village.

This Plan does not address automobile circulation because automobile circulation improvements were not identified as part of the CommUniverCity planning process, and some minor automobile circulation modifications along East Santa Clara Street have been planned as part of the Santa Clara – Alum Rock Bus Rapid Transit (BRT) project. This Plan also does not suggest additional bicycle circulation improvements within the Village corridor largely because there is not sufficient right-of-way along East Santa Clara Street to accommodate enhanced bicycle facilities, particularly with the planned BRT project. Consideration for enhancing bicycle routes on parallel streets should be given.

A. SIDEWALKS

The existing sidewalks along East Santa Clara Street are generally 10 to 12 feet wide (measured from the inside edge of the curb inward and includes street tree wells). To achieve the goal of a 15 foot wide sidewalk, existing sidewalks should be maintained, and existing narrow sidewalks should be expanded. New development on East Santa Clara Street should be set back from the property line to provide the additional needed pedestrian walk way. Setback areas should be paved to match the sidewalk in the public right-of-way to give the appearance of a broad sidewalk.

Sidewalk Policies

Sidewalk Policy 1: *Facilitate an inviting and comfortable pedestrian environment by maintaining and developing, where needed, wide sidewalks in the Roosevelt Park Urban Village.*

Sidewalk Policy 2: *To expand existing sidewalks to 15 feet or more in width, new development on East Santa Clara Street should be set back from the property line to provide the additional needed sidewalk. Setback areas should be paved to match the sidewalk in the public right-of-way to give the appearance of a single wide sidewalk.*

B. PEDESTRIAN FACILITIES

Prior to the start of the final design of the Bus Rapid Transit (BRT) project, the community identified a number of pedestrian improvements along East Santa Clara Street, including the need for enhanced crosswalks, pedestrian refuge areas at crossings, as well as sidewalk bulb-outs, or curb extensions at intersections that shorten intersection crossings for pedestrians. The Planned BRT project includes some but not all of these enhancements. With the exception of pedestrian refuge area, opportunities for the installation of these enhancements could occur in the future; the narrow width of East Santa Clara Street does not provide space for pedestrian refuge areas in the middle of the street, or center medians. Each one of these enhancements is discussed below.

1. CORNER CURB BULB-OUTS

Given the geometry of the roadway, the width of East Santa Clara Street, and the planned BRT project, bulbouts for crossings on East Santa Clara Street are not likely feasible. If bulbouts are installed, drought tolerant landscaping and art elements within bulb-outs are preferred over hardscape. Landscaping would need to be low in height so as to not interfere with the line of sight for approaching motorists. A maintenance program would also need to be established before landscaping could be installed, and such a program would likely need to be financed by surrounding businesses and property owners through the establishment of a business assessment district and/or another private funding source.

2. CROSSWALKS

The BRT project is planned to include enhanced crosswalks along East Santa Clara Street at controlled (i.e. signalized) intersections; however, the exact location and design of these crosswalks are still to be determined at the time of the drafting of this Plan. In the BART Station Area Community Concept Plan, the community recommended that the existing crosswalks along East Santa Clara Street be enhanced to be wider and more visible. Enhanced sidewalks

could consist of attractive stamped concrete that is colored differently from the surrounding pavement. Such a treatment would effectively communicate to motorists the presence of a crosswalk and the potential for pedestrians. Another possible treatment is the installation of inlaid thermo-plastic material that is imprinted into the street asphalt. This treatment is relatively affordable and has more permanence than the standard painted crosswalks which can fade quickly with heavy traffic. The City's Department of Transportation will work with the Valley Transportation Authority's BRT project team to select the best treatment for crosswalks that will achieve the visibility desired by the community while also having low maintenance costs.

Pedestrian Facilities Policy

Pedestrian Facilities Policy 1: Create a comfortable, safe and inviting walking environment by developing pedestrian improvements such as bulb-outs, pedestrian refuge areas and enhanced crosswalks along East Santa Clara Street.

Pedestrian Facilities Policy 2: Pursue opportunities, when they arise, for the installation of curb bulb-outs in locations that are feasible and do not interfere with the operation of the Bus Rapid Transit System.

Pedestrian Facilities Actions

Pedestrian Facilities Action: Install wide and highly-visible crosswalks across and along East Santa Clara Street to contribute to an attractive streetscape and a comfortable and safe walking environment.

PARKING

A. PARKING COMPONENT

Parking Goal: Effectively manage the supply and demand for parking to ensure a sufficient amount of parking to meet the needs of businesses and residents, while ensuring that an oversupply of parking is not created which would detract from the pedestrian environment, the development potential of the corridor, and the overall vitality of the Roosevelt Park Urban Village.

Providing sufficient parking for customers and residents will be essential to the creation and continued success of a vibrant Urban Village, particularly one surrounded by largely suburban development. While it is anticipated that a significant number of people will walk, ride bicycles or take transit to the Roosevelt Park Urban Village in the future, many will also want to drive some or most of the time. In addition, many new residents will still own a car. Nevertheless, the goal is to create a pedestrian-friendly and more urban environment in the Village. The provision of large quantities of off-street parking, particularly in highly visible areas along East Santa Clara Street, will detract from the type of urban and walkable environment that this Plan and the community intend to achieve. The goal of this Plan is to effectively balance the demand for parking with the supply provided by new development and on public streets.

Accommodating the parking of automobiles consumes a significant amount of land, land that could be used for new development, landscaping and open space, and pedestrian circulation areas. For example, a typical modern suburban development in San Jose often has more than three times as much land dedicated for off-street surface parking than is occupied by the commercial building the parking is intended to serve. Parking space demands can, if not effectively managed and designed, detract from the goal of creating a walkable and vibrant Urban Village. Requiring suburban amounts of parking would also make it infeasible to redevelop most of the properties in the Roosevelt Park Urban Village with more urban and pedestrian-oriented development, given that these properties are typically small, and even if combined with adjacent properties, could not accommodate both significant new development and suburban levels of parking to serve that new development.

The parking policies included in this Plan are intended to reduce the amount of land dedicated to parking and thereby increase the amount of land available for other more active uses. At the same time, this Plan includes strategies to more efficiently manage both the off-street and on-street parking supply to ensure that the demand for parking by customers, residents and employees is appropriately met.

One potential strategy to better manage the existing parking supply is to install parking meters. Parking meters, if priced correctly, can ensure that a portion of the on-street parking supply is always available for customers. To ensure that customers are not parking in the adjacent neighborhoods or are discouraged from shopping in the Roosevelt Park Urban Village, the cost of parking should be set at a low price; however this price must also be set high enough to ensure that at least a small number of on-street spaces are always available, by discouraging motorists from using on-street spaces for long periods of time. With the establishment of parking meters, the City and business owners within the Village should consider the establishment of a Parking Improvement District, which would set aside parking meter revenues for maintenance of the streetscape and/or the installation of streetscape amenities such as the ones discussed in the Streetscape section above.

To more effectively manage the supply of private off-street parking, this Plan encourages the sharing of parking between uses within a single development and between different uses on separate properties, through parking agreements amongst the private property owners. Different uses often have different peaks in their parking demand. For example, office uses typically need most parking from 8 to 5 pm during the weekday, and restaurants often need more customer parking on week nights after 6 pm and on weekends. By encouraging these two different uses to share available parking, and not build dedicated spaces reserved exclusively for each use, the overall cost of development is reduced and more land can be dedicated to active, often revenue-generating uses.

This Plan does not recommend the development of a City-funded off-street parking lot or structure as a means to provide a shared parking area for private development. Constructing such a facility is not anticipated to be feasible given the high cost of parking development, the difficult finances of the City and the State's elimination of San Jose's Redevelopment Agency. While a special financing district could potentially provide some funds toward a public off-street parking facility, such a district would not likely generate enough money to actually construct one, given the small size of the Village and the limited number of properties and/or businesses that could potentially contribute.

Parking Policies

Parking Policy 1: Minimize the space demands of off-street parking through the efficient design, provision and management of parking in new development and through the efficient management of on-street parking.

Parking Policy 2: Encourage new residential and non-residential development to provide no more than the minimum number of parking spaces required by the Zoning code.

Parking Policy 3: Encourage new residential and commercial development to “unbundle” or separate the sale or lease price of parking spaces from the sale or lease price of the residential unit or commercial tenant space.

Parking Policy 4: Encourage the sharing of parking between uses that have different peaks in parking demand within the same development and between developments.

Parking Policy 5: As part of the entitlement process, ensure that new development provides off-street bicycle parking spaces as required by the City’s Zoning code and that the spaces are located conveniently to shoppers and other patrons.

Parking Policy 6: Support the use of car elevators in new development, valet parking, car sharing programs, and other creative techniques to reduce the amount of space dedicated to parking.

Parking Actions

Parking Action 1: Rezone the Roosevelt Park Urban Village with the Main Street Zoning District which includes reduced parking requirements for residential and commercial uses.

Parking Action 2: After significant new development occurs along the corridor, work with residents, and property and business owners to explore installing parking meters along E. Santa Clara Street, as well as, along the portions of the cross streets within the Urban Village boundary.

Parking Action 3: With the installation of parking meters in the Roosevelt Park Urban Village, work with property and business owners to explore establishment of a Parking Improvement District and identify ways to manage and spend parking revenue within the District.

Parking Action 4: As funding opportunities arise, proactively install bicycle parking in the public right-of-way in front of existing development.

Parking Action 5: Propose a change to the Parking Chapter of the Zoning Ordinance that would eliminate the parking requirement for new uses established in historic structures that are listed on the City’s Historic Resources Inventory. For example, the establishment of a use that is consistent with the zoning designation in the Mexico Theater structure, which is currently vacant and listed on the City’s Historic Resources Inventory, would not be required to provide parking.

TRAILS AND URBAN PLAZAS

Trails and Urban Plazas Goal: Maintain, enhance and expand the opportunities for community recreation and interaction for both existing and future community members of Roosevelt Park.

The Roosevelt Park Urban Village and neighborhood surrounding it are well served by parks and community spaces. The 11 acre Roosevelt Park and the Roosevelt Community Center are located at the western edge of the Urban Village and the East San Jose Carnegie Branch Library is located approximately in the center of the Urban Village. Given the close proximity of these facilities to the Urban Village a traditional new park of at least one acre may not be necessary.

Given the existing presence of the Roosevelt Park and Community Center, and that there are limited opportunities for a new large traditional park in the immediate area, this Plan focuses on the development of new publicly-accessible, but privately-owned and maintained plazas that are integrated into new urban development. These urban plazas would not provide the typical range of recreational opportunities found in the City's parks, but instead would be publicly-accessible areas framed by commercial and mixed-use development that provide opportunities for community celebrations and gatherings, informal interaction by neighbors, and events such as farmers' markets.

This Plan also supports the development of both the Five Wounds Trail and the Coyote Creek Trail as regional transportation and recreation corridors that would serve the Roosevelt Park community. The Five Wounds Trail, located at the eastern edge of the Urban Village, is an identified future trail in the City's trail program. This trail would provide the Roosevelt Park community with a direct bicycle and pedestrian connection to Kelly Park and the future Five Wounds and Berryessa BART stations. The alignment of this trail proceeds along the former Western Pacific Rail Road corridor adjacent to 28th Street. The Coyote Creek Trail, located at the western edge of the Urban Village, is also a trail that is identified as a future trail in the City's trail program. The Coyote Creek trail is envisioned as a 'creek' trail that will provide opportunities for interpretation, education, and physical fitness for trail users and school groups. The alignment of this trail proceeds on-street along South 19th Street from the south to East Santa Clara Street. This alignment connects back to the Coyote Creek at Roosevelt Park.

Both privately-funded plazas and the Five Wounds and Coyote Creek Trails can be opportunities to celebrate community identity and history through artist or artisan-designed elements.

A. URBAN PLAZAS

Opportunities for the development of new urban plazas will occur as properties along E. Santa Clara Street redevelop with higher intensity uses. Urban plazas should be designed to provide visually engaging gathering spaces for community members to socialize informally, as well as, space for neighborhood events. These spaces could also be used for commercial activity including outdoor seating for restaurants and cafes, and spaces for food carts and small farmers' markets. The spaces should be framed by business uses that could potentially expand seasonally onto the plaza and serve as "eyes" on the space to ensure a more secure operation. While larger plazas of 15,000 to 20,000 square feet are desired and would provide the most flexibility in use, the small size of existing parcels along East Santa Clara Street will likely result in plazas that are significantly smaller. Nevertheless, the minimum size of private, but publicly-accessible plazas should be 2,000 square feet, which would provide sufficient space for street furniture, trees and landscaping, public art and small community gatherings or events.

Outside of Downtown and Santana Row, few urban plazas have been successfully developed in San Jose. Because of capital, operational and maintenance constraints, the City is not likely to finance construction of plazas within the Roosevelt Park and other Urban Villages. Urban plazas would need to be developed and maintained by private developers. The City and the community will need to work with private developers, as projects are proposed, to facilitate the development of public plazas, including any public art requirement. The City's Parkland Dedication Ordinance (PDO) requires that new residential or mixed-use residential commercial development either dedicate land for public parks, pay a fee in lieu of dedication, construct new park facilities, or provide a combination of these. The total funding obligation is based on the number of residential units built. The PDO ordinance allows residential or residential mixed-use developments to receive up to a 50% credit toward meeting the park funding obligation by providing private, but publicly-accessible plazas. It must be noted that currently plazas or portions of plazas that are counted towards meeting a development's park obligation cannot be used for or include commercial uses.

While this Plan supports locating publicly-accessible plazas in any location along East Santa Clara Street, the community's preference is for a plaza to be located adjacent to the Five Wounds Trail on the south side of East Santa Clara Street, on the Empire Lumber site. A plaza at this location would have good visibility as it would serve as an enlargement of the open space area associated with the Trail area. This location could also contribute towards the area's strong, positive, and unique identity.

Urban Plaza Policy

Urban Plaza Policy 1: *Create attractive and vibrant urban plazas that are publicly-accessible, but privately-owned and maintained that will provide space for community members to casually interact with each other and for community activities.*

Urban Plaza Policy 2: *Integrate publicly-accessible but privately-owned and maintained plazas into new development along East Santa Clara Street.*

Urban Plaza Action

Urban Plaza Action: *Explore policy or ordinance changes that would facilitate the development and maintenance of privately-owned plazas within Urban Villages and other growth areas throughout the City.*

B. FIVE WOUNDS TRAIL

The former Western Pacific Railroad's San Jose spur line bisects the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative Area and is located at the eastern boundary of the Roosevelt Park Urban Village boundary. This railroad line could provide potential bicycle and pedestrian connections from Five Wounds/Brookwood Terrace community to the planned Berryessa BART Station at the San Jose Flea Market site north of US Highway 101, the planned Alum Rock BART station north of the Five Wounds Church, and Kelley Park to the south. In addition, the trail will provide connections to the planned Lower Silver Creek Trail, the planned Three Creeks Trail (also on the former Western Pacific right-of way) and an expanded Coyote Creek Trail. This interconnected trail system would be a component of the City's planned 100-mile trail network and serve recreational and commute needs beyond those of Roosevelt Park and surrounding communities.

Completion of the Five Wounds Trail is a priority for the community, and design concepts for the Trail were developed in the BART Station Area Community Concept Plan. The trail is intended to be a regional trail facility that would provide recreational opportunities and an improved bicycle transportation corridor for people living and working within and adjacent to this Village.

Only a portion of the anticipated Parkland Dedication Ordinance (PDO) fees generated from new residential and mixed-use development can be allocated to private plazas, so there remains a question as to where to allocate the balance of the PDO fees collected in the

Roosevelt Park Urban Village. This Plan recommends consideration of a reserve fund where PDO monies collected could be earmarked for the future development of the Five Wounds Trail. Upon evaluation of priority park projects as park impact fees are collected within, or in vicinity of, the Roosevelt Park Urban Village, the Director of Parks, Recreation and Neighborhood Services could recommend establishment of a Five Wounds Trail reserve within the Parks Trust Fund with the intent to develop the Five Wounds Trail.

It must be noted that the Five Wounds Trail is presently listed as an unfunded second-level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements for the project and the anticipation that it will take many years to complete the project.

Trail Policies

Trail Policy 1: Develop the former Western Pacific Railroad line into a multi-use trail that provides bicycle and pedestrian connections to Kelley Park and the planned Alum Rock and Berryessa BART stations, Lower Silver Creek Trail, and Coyote Creek Trail.

Trail Policy 1: Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.

Trail Policy 2: Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which PDO monies from development occurring in the Roosevelt Park Urban Village could be set aside for the development of the Five Wounds Trail.

Trail Policy 3: In the development of the Rail-Trail, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

IMPLEMENTATION

The Roosevelt Park Urban Village Plan is in the first Horizon of the Envision San Jose 2040 General Plan. These Horizons are intended to phase the amount and location of housing development that gets built in the City of San Jose; these Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time. With City Council approval of this Urban Village Plan, mixed-use residential development can move forward in this Village consistent with the goals and policies of both the Roosevelt Park Urban Village Plan and The Envision San Jose 2040 General Plan.

A. IMPLEMENTATION STRATEGIES

The Roosevelt Park Urban Village Plan will largely be implemented as the individual private properties along the East Santa Clara Street Corridor redevelop. The City does not redevelop properties, but the City can and should take proactive steps to encourage development in the corridor. One key step will be to rezone the corridor with a zoning district that is consistent with and will further the goals of this Plan. Rezoning the properties in the Roosevelt Park Urban Village would clear away a major entitlement hurdle for for urban, pedestrian-oriented, mixed use type development. The present Commercial General (CG) Zoning District that is applied to most of the Roosevelt Park Urban Village precludes the construction of a more urban, pedestrian-oriented development, as the CG District requires a 25-foot front setback. For most properties to develop consistent with the policies of this Plan, a developer would currently need to rezone a given property to the Main Street or similar urban zoning district before proceeding with other development permits.

With the end of the Redevelopment Agency program in California and San Jose, the City does not have the same level of eminent domain authority to proactively assemble private properties for redevelopment. Nevertheless, there are other steps the City can take to facilitate development in addition to rezoning within the corridor. For example, the City can proactively seek potential developers and inform them of the development opportunities within the Roosevelt Park Urban Village. The City can also meet with existing property owners to discuss the potential for redevelopment on their properties and then connect property owners with potential interested developers.

The one major public investment recommend in this Village Plan is the development of the Five Wounds Trail. The development of this trail will require a significant amount of funding. In addition, to the cost of acquiring the right-of way from the Valley Transportation Authority and

then building the paved trail, there is the costs of adding amenities and landscaping along the trail right-of-way, and constructing improvements at the trail's intersection with the roadway network. While the City does have an existing Parks Dedication Ordinance (PDO) that generates funding for new parks facilities from new housing development, and while this Plan recommends that any PDO funds generated from new development within the larger Five Wounds area be dedicated towards trail development, it is anticipated that additional funding will need to be secured to complete the communities vision for the Five Wounds Trail. To fill this anticipated funding gap, this Plan recommends pursuing state and federal grant funds, and identifying potential funding from private foundations.

In addition to these funding sources, this Plan recommends the development of an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund public improvements, such as the Five Wounds Trail. This Strategy would not be developed solely for the Roosevelt Park Urban Village but would be developed as one strategy for all four of the Five Wounds area Urban Villages: Roosevelt Park, Little Portugal, Five Wounds and 24th and William Street Villages. In addition to funding the development of the Trail, the Strategy would be used to fund other identified improvements within the Urban Village Plans including public plazas, pedestrian improvements, street trees and streetscape amenities. This Strategy will also need to include mechanisms to fund the on-going maintenance of these improvements, including the maintenance of the Five Wounds Trail.

Because it is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Five Wounds area, this Plan recommends that the Urban Village Implementation Finance Strategy establish funding mechanics that would require new housing development to contribute towards the implementation of the Urban Village Plans and identified improvements above and beyond the City's normal requirements. With an ultimate planned housing capacity of 2,022 units, the four Urban Village Plans within the Five Wounds area could be a significant source of revenue that could contribute to the development and/or enhancement of the Five Wounds Trail and other identified improvements. Potential funding mechanisms that should be explored as part of the development of this strategy include Development Impact Fees, Improvement Districts, Infrastructure Financing Districts, Community Facilities Districts, and Development Agreements. Ultimately the Implementation Finance Strategy could include a combination of these funding mechanisms and not just one.

Implementation Actions

Implementation Action 1: *Develop an Urban Village Implementation Finance Strategy that will establish financing mechanism to fund the implementation of the Roosevelt Park, 24th and William Street, Little Portugal, and Five Wounds Urban Village Plans.*

Implementation Action 2: *If housing development is proposed prior to the establishment of the Urban Village Implementation Finance Strategy, obtain a developer agreement that will determine how a proposed development would contribute towards the implementation of the improvements identified in the Five Wounds Urban Village Plan.*

Implementation Action 3: *Rezone properties within the Roosevelt Park Urban Village consistent with the goals and policies of this plan. City initiated rezonings that would allow residential uses should not occur until after completion and adoption of the Implementation Finance Strategy.*

Implementation Action 4: *Actively market the Roosevelt Park Urban Village to potential developers of urban scale and type commercial and mixed-use development.*

Five Wounds Urban Village Plan



Draft Plan - September 2013

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INTRODUCTION

The Five Wounds Urban Village Plan, together with the Little Portugal, Roosevelt Park, and Twenty-Fourth Street Urban Village Plans, are part of the first group of Urban Village Plans prepared by the City and the community to further the Urban Village strategy of the Envision San Jose 2040 General Plan. As a City Council approved policy document for the future growth of the Five Wounds Urban Village, this Plan establishes a framework for the transition of the Five Wounds Urban Village into a vibrant mixed-use and pedestrian-oriented district that complements and supports the planned Santa Clara – Alum Rock Bus Rapid Transit System (BRT) project along East Santa Clara Street, the extension of Bay Area Rapid Transit (BART) to the area, and creates a safe environment for all modes of travel, a healthy mix of uses, and public gathering places... a great place to live, work, and play. This Plan includes goals, objectives and policies designed to shape both future public and private development.

BACKGROUND AND PLANNING PROCESS

The planning process for the Five Wounds Urban Village really began with the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Plan that was completed in August of 2002. This SNI Plan outlined the community's vision and land use direction for the area that now encompasses four Urban Villages including the subject Five Wounds Urban Village, as well as, the Little Portugal, Roosevelt Park, and Twenty-Fourth Street Urban Villages. For the Five Wounds Urban Village area, the vision of the SNI Plan was for a 3- to 5-story, and in limited cases 6- or 8-story, mixed-use and pedestrian oriented corridor with ground floor storefronts. This plan also included a "Town Square", which was central to this area and desired by the community as its small town focal point. While the SNI Plan was accepted by the City Council in 2002 as the community's vision and priorities for the Five Wounds/Brookwood Terrace Area, the Plan and its Land Use recommendations for the Five Wounds Urban Village area were not approved by the City Council and did not become official City Policy.

In 2010, the vision and recommendations for the future of the Five Wounds planning area, including the Five Wounds Urban Village, were further developed in the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan. This Plan was developed by the community and San Jose State University, with support from the City, under the umbrella of CommUniverCity. Completed in September of 2010, this Plan refined the land use, urban design, circulation, and parks and open space recommendations for Five Wounds and the aforementioned three other Urban Villages in the Five Wounds/Brookwood Terrace area. The recommendations of this Plan were not, however, formally approved as City policy by the City Council.

In 2011, at the conclusion of the Envision San Jose 2040 General Plan Update process, the first Urban Village planning process was started in the Five Wounds/Brookwood Terrace area, using the CommUniverCity plan concept as the starting point. The vision, goals, and many policy recommendations of the CommUniverCity Plan have been integrated into the Five Wounds Urban Village Plan, as they are consistent with the strategies of the Envision San Jose 2040 General Plan. Unlike the prior planning processes, this Plan is approved by the City Council as the City's policy for future growth within this Urban Village. Additionally, when new development is proposed, the CommUniverCity Plan should be consulted to ascertain the community's full vision for the Five Wounds Village area.

The Planning Process for the Five Wounds Urban Village Plan was combined with the Planning process for the Little Portugal, Roosevelt Park, and Twenty-Fourth Street Urban Villages. The process first consisted of two community meetings where staff explained the Envision San Jose 2040 Urban Village strategy and how it would be implemented in the Five Wounds/Brookwood

Terrance area. Following this outreach, two additional community workshops were held, each attended by approximately 40 to 50 residents, and property and business owners. At the first workshop, on July 23, 2011, the community provided comments and direction on a draft land use plan. At the second community workshop, on January 26, 2012, the community reviewed and provided input on the refined land use and urban design plan, as well as the circulation, streetscape, parks and trails, and parking recommendations.

LAND USE

Land Use Goal: Create a pedestrian- and transit-oriented, complete community in the Five Wounds Urban Village by developing the area around a Town Square with a mix of uses including retail sales and services, public facilities, offices and other commercial uses integrated with high density housing, to serve the surrounding neighborhoods, create a neighborhood center, and help create a vibrant great place.

Currently, the Five Wounds Urban Village contains a variety of land uses including; large, two-to three-story industrial building with uses such as the Monarch Truck Center and the Kellogg Eggo Factory; public/quasi-public uses such as the Rocketship Discovery Prep Elementary School, the Five Wounds Portuguese National Church and the I.E.S. Hall; a few small one-story commercial buildings containing a convenience market and a salon, a drive-through McDonald's; and one-story single-family detached residences, and two-story apartments.

Industrial uses encompass a majority of the land area in the Five Wounds Urban Village. These industrial uses once benefited from the access to the Union Pacific Railroad that previously had tracks running along the west side of North 28th Street. The Santa Clara Valley Transportation Authority now owns this former railroad right-of-way.

The Five Wounds Urban Village is also the location of a future planned Bay Area Rapid Transit (BART) station as a part of the BART Silicon Valley project. BART Silicon Valley is a 16-mile, six-station extension of the existing San Francisco Bay Area Rapid Transit District (BART) system into Silicon Valley. This extension is being managed by the Santa Clara Valley Transportation Authority (VTA) in cooperation with BART and will be constructed in phases. The Berryessa Extension, located approximately 1 mile north of the Five Wounds Urban Village, is a part of the first phase and is currently under construction. The future phase of BART Silicon Valley will include a 5-mile-long subway tunnel through downtown San Jose and will extend the BART system from the Berryessa Extension terminus for approximately six miles, ending at-grade in Santa Clara near the Caltrain Station.

What is currently known as the Alum Rock Station is planned to be located between US 101 and 28th Street on the entirety of the former San Jose Steel site within the Five Wounds Urban Village. The Alum Rock Station features include a ground-level plaza, below-ground concourse and boarding platform, bus transit center, bicycle storage facilities, passenger drop-off/pick-up areas, a multi-level parking structure and an on-site surface parking lot.

This Urban Village Plan recognizes the location of BART facilities and sees it as an opportunity to achieve the job goals of the Envision San Jose 2040 General Plan for the Five Wounds Urban

Village. In this Plan, the BART Station area is envisioned to be a part of a Town Square with a mix of office, commercial and residential land uses and not solely the BART facilities that are currently anticipated by the BART Silicon Valley project.

Additionally, the Valley Transportation Authority's (VTA) planned Santa Clara – Alum Rock Bus Rapid Transit System (BRT) project will run along East Santa Clara Street at the southern border of the Five Wounds Urban Village. A BRT stop is planned at the intersection of 24th and East Santa Clara Streets, just two blocks west of the Five Wounds Village; however, it is anticipated that this stop will be moved to 28th Street once the BART station is constructed. This project is an upgraded bus transit service between Downtown San Jose and the Eastridge Transit Center. The BRT project will consist of improvements in technology and infrastructure, as well as new vehicles that will allow riders on the Rapid 522 and Limited 323 routes to travel faster with more frequent service. This additional transit option will further support the transformation of the Five Wounds Urban Village into a dense mixed use area

The goal of this plan is to support and complement the planned Bus Rapid Transit System (BRT) along East Santa Clara Street and the Alum Rock BART Station by creating a mix of neighborhood-serving uses, employment opportunities, and high density housing around a town square that would provide residents with the opportunity to meet many of their daily needs by walking, bicycling or taking transit, thereby furthering the City's General Plan goals to support a healthy community, and reduce traffic congestion and resulting greenhouse gas emissions and energy consumption.

A. PLANNED GROWTH CAPACITY AND OBJECTIVES

This Plan establishes a commercial/employment square footage objective and residential unit planned capacity for the overall Village. The commercial objectives and residential capacities indicated are totals, consisting of the existing number of residential units and commercial square footage, plus the new development in units or square footage.

1. EMPLOYMENT GROWTH

The areas within the Five Wounds Village that encompasses existing single-family detached residences along East and West Courts, and the property encompassing the Five Wounds Portuguese National Church and the I.E.S. Hall are not anticipated for any additional commercial/employment uses. For the remaining areas of the Village, the overall objective is to develop an additional 1,215,000 square feet of commercial/employment space over the existing.

The commercial square footage objective establishes the amount of employment growth that is desired and is planned to be accommodated in the Five Wounds Urban Village. The Village objective of 1, 215,000 additional square feet is based upon the "jobs first" Envision San Jose 2040 General Plan planned capacity of 4,050 jobs for the Five Wounds Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The 1, 215,000 additional square feet over the 597,594 existing square feet represents over a 200 percent increase in job growth.

2. HOUSING GROWTH

The planned dwelling unit capacity for the residential portion of mixed-use developments is 845 units for the entire Village areas. This overall residential unit capacity is the maximum residential growth planned for the Five Wounds Urban Village in the Envision San Jose 2040 General Plan. In this Plan, the community recognizes the importance of providing new housing in the Five Wounds Urban Village as a means of creating a more vibrant and active place; however, because the Envision San Jose 2040 General Plan is a jobs focused Plan, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.

3. PHASING OF GROWTH

Under the San Jose 2040 General Plan, residential development on property within an Urban Village is planned to occur in three growth phases, referred to as Horizons. The Five Wounds Urban Village is located within the second Horizon, Horizon II. Residential growth is not supported within a Horizon II Urban Village on lands with an Urban Village or non-residential land use designation until the City Council determines that the City is moving towards achievement of its employment and fiscal goals, and then allocates residential growth capacity to this Horizon; non-residential or employment development, is not subject to Horizons and can occur at any time consistent with the goals and policies of the General Plan and this Urban Village Plan.

In the Five Wounds Urban Village, the allocation of residential growth capacity is also tied to the planned completion of the Alum Rock BART station. The San Jose 2040 General Plan includes Industrial Preservation Policy LU-6.1 that states that, in the Five Wounds Urban Village Area, lands designated for Light Industrial, Heavy Industrial or other employment uses can only be converted to non-employment uses with completion of the Alum Rock BART station, and provided that the Village maintain capacity for the overall total number of existing and planned jobs. On the Existing/Interim Land Use Diagram there is grouping of properties designated Light Industrial north of Julian Street and on the east side of North 26th Street. Given Policy LU-6.1,

even if the City Council allocates residential growth to Horizon II growth areas, these properties could not have their land use designation changed to Urban Village or another land use designation that allows residential development, until the Alum Rock BART station is also planned for completion.

To further the interim preservation of existing commercial and industrial uses, the Five Wounds Village Plan also contains a land use policy that prohibits residential uses on properties designated Urban Village on the Existing/Interim Land Use Diagram until the BART Station is planned for completion. As a result of both General Plan Policy LU-6.1 and the Five Wounds Urban Village Plan's interim commercial and industrial use policy, residential development will not be support by this Plan until both the City Council allocates growth from Horizon II and the Alum Rock BART station is scheduled and planned for completion.

The General Plan contains two implementation policies for properties within Urban Village areas. These two policies, known as "Signature Projects" and "Pool Projects" give the City Council some flexibility to approve the development of housing units before a Horizon is "opened" (General Plan Policies IP-2.11 and IP-5.10). Given the BART station trigger for residential development, this Plan does not support the use of either of these policies until such a time that the Alum Rock BART station is planned for completion.

The Five Wounds Urban Village Plan includes properties designated Residential Neighborhood or Mixed Use Neighborhood on the Existing/Interim and Future Land Use Diagrams. Residential growth on properties with either of these land use designations are not subject to the policies related to the phasing of residential development, and can be approved at any time, consistent with the given land use designation of the site, and the goals and policies of the General Plan and this Urban Village Plan.

B. LAND USE DIAGRAM

The Five Wounds Urban Village Plan is centered on the development of the planned Alum Rock BART station located on the San Jose Steel site. High density, mixed use and commercial development is envisioned to surround a "Town Square" to support the two BART Station entrances that are planned to be located on this site. (See *Five Wounds Village Future Land Use Diagram*)

The Bay Area Rapid Transit (BART) extension from Warm Springs in Fremont to San Jose is split into two phases. Phase I, which is scheduled to open for passenger service in 2018, will terminate at the planned Berryessa BART Station a mile north of the planned Alum Rock BART

Station located in the center of the Five Wounds Urban Village. Phase II will run from Berryessa to downtown San Jose and then on to the City of Santa Clara. However, given that funding is not secured for this phase, no completion date has been determined. Therefore, it is likely that BART service will not commence in the planning area for well over a decade. Due to this situation, this Plan includes land use policies specifically to address the area around the planned Alum Rock BART Station prior to the arrival of BART.

1. INTERIM LAND USES

Given the uncertainty of the timing on the arrival of BART to the Five Wounds Urban Village, the interim land use plan for this Urban Village are the land uses as designated on the existing Envision San Jose 2040 General Plan Land Use/Transportation Diagram (*See Five Wounds Village Existing/Interim Land Use Diagram*). In addition, this Plan includes land use policies that support interim uses that are consistent with the Combined Industrial/Commercial General Plan land use designation. The Existing/Interim Land Use Plan and Interim Land Use Policies will remain in effect until such time that the Alum Rock BART Station becomes fully funded, permitted, and scheduled for commencement of construction, and at which time the Five Wounds Village Future Land Use Plan will then become effective.

2. INTERIM LAND USE POLICIES

Land Use Policy 1: Until such time as the planned Alum Rock BART station is fully funded, permitted, and scheduled for commencement of construction, this Plan supports uses consistent with those allowed by the Combined Industrial/Commercial General Plan land use designation on those properties designated as Urban Village on the Existing/Interim Land Use Plan.

Land Use Policy 2: No residential development may occur on properties designated Urban Village until the City Council allocates residential growth from Horizon II and the Alum Rock BART station is fully funded, permitted, and scheduled for commencement of construction.

Land Use Policy 3: Significant redevelopment in the area of the Five Wounds Village located between East Julian Street, North 30th Street, Five Wounds Lane, and North 28th Street is discouraged prior to the planned Alum Rock BART station being fully funded, permitted, and scheduled for commencement of construction.

Land Use Policy 4: The "Signature Project" policy (General Plan Policy IP-2.11) and the "Pool Project" policy (General Plan Policy IP-5.10) shall not be applicable on properties with an Urban Village land use designation until the Alum Rock BART station is fully funded, permitted, and scheduled for commencement of construction.

Figure 1
Five Wounds Village Existing/Interim Land Use Diagram

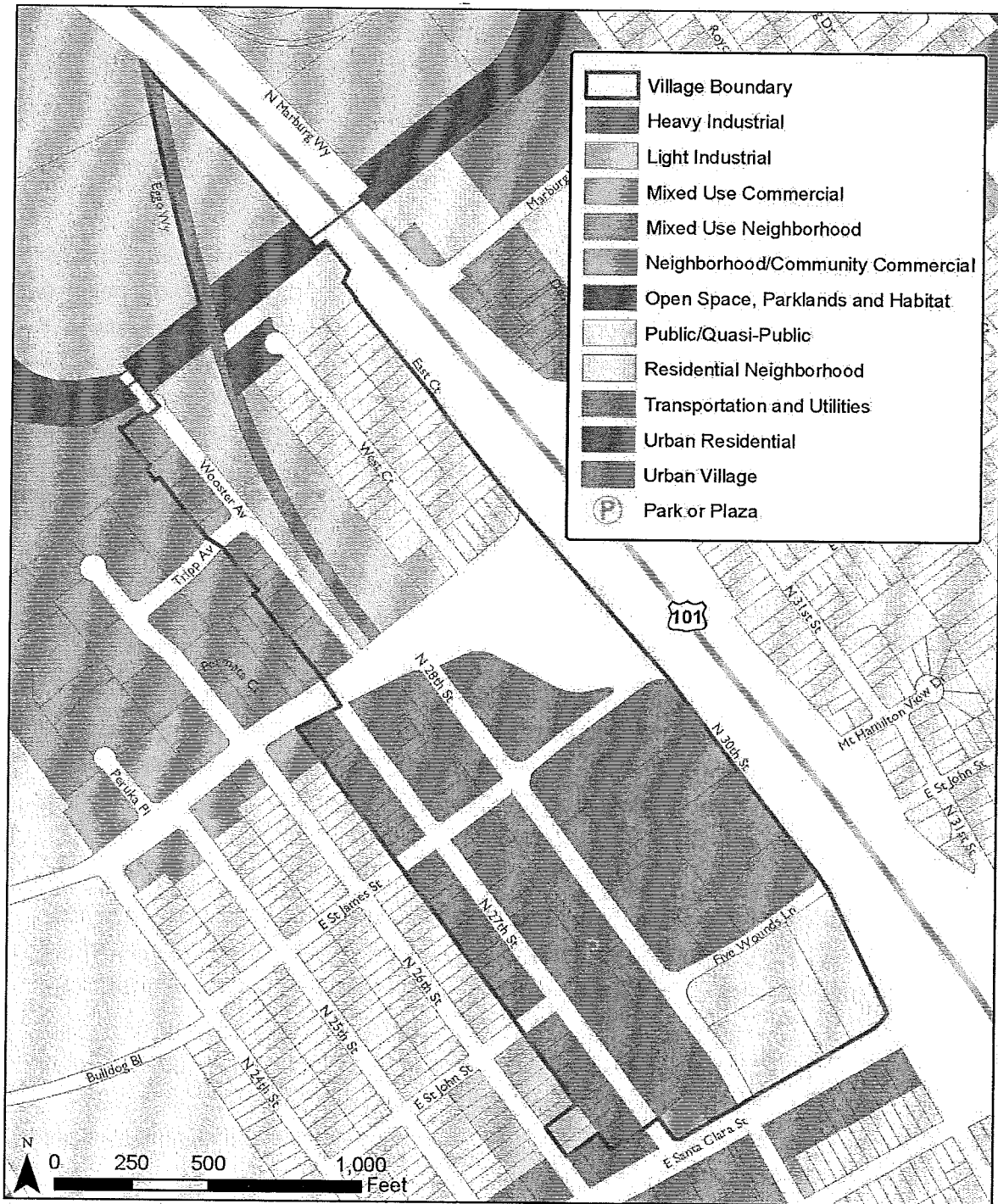
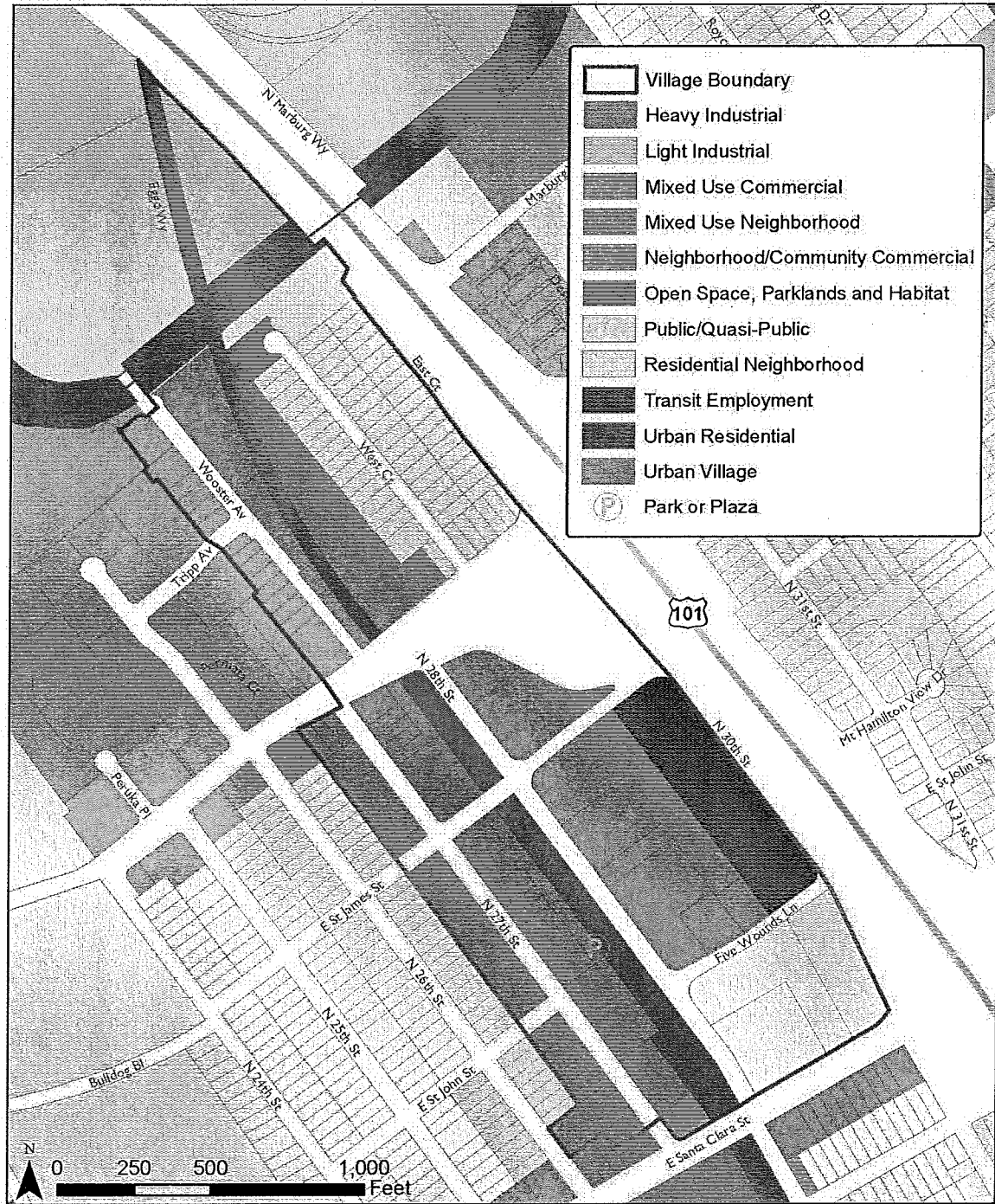


Figure 2
Five Wounds Village Future Land Use Diagram



3. LAND USE

A primary objective of this Plan is to grow the Five Wounds Urban Village into an economically vibrant commercial district that serves the surrounding communities and increases the commercial building square footage within the Village by 40 percent. This Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are largely generally envisioned to be a mix of retail shops and services, and professional and general offices. This Plan supports retail uses that are small or mid sized in scale, and which serve the immediately surrounding neighborhoods, as well as communities within roughly a two-mile radius. Big box or “large format” format retail would not be appropriate in this pedestrian-oriented Village, given the auto-orientation of these uses.

While this Plan allows “low-intensity” commercial development, higher intensity development built with a Floor Area Ratio (FAR) of 0.75 or greater is encouraged: a building built at an FAR of 0.75 would typically be 4 stories in height.

This Plan also supports high density, mixed-use residential development. Residents of new housing will support local businesses, acting as a catalyst for more economic and commercial development. Given such, this Plan predominantly precludes the development of stand-alone residential projects within the Urban Village boundary in order to achieve the employment goals of the Envision San Jose 2040 General Plan and of this Urban Village Plan. Based on recent history and development patterns, without this requirement for a commercial component in all projects, predominantly stand-alone residential projects would likely be built in the Five Wounds Urban Village, consuming land that is needed for job and commercial growth. Therefore, this Plan establishes a minimum amount of commercial square footage required as part of any residential project by establishing minimum commercial FARs. A commercial development that includes a small number (e.g. three) residential units could be supported. Nevertheless, this Plan encourages development of mixed-use residential projects at higher densities, where they can be designed to be compatible with the surroundings.

The only location where stand alone residential is permitted are the areas designated with the Residential Neighborhood and Mixed Use Neighborhood land use designations, which are generally located on East and West Courts and on the west side of Wooster Avenue.

Finally, since the Five Wounds Urban Village will have a pedestrian focus, this Plan does not support new drive-through or other auto-oriented uses such as auto repair, automobile sales and rentals, sales of auto parts, or car washes. In addition to detracting from the Village’s

walking environment, these uses would not support ridership on the planned Bus Rapid Transit project or BART.

4. LAND USE DESIGNATIONS

Eight Envision San Jose 2040 General Plan land use designations are applied within the Five Wounds Urban Village Future Land Use Plan and the Existing/Interim Land Use Plan (*See Figure 1. Existing/Interim Land Use Plan and Figure 2. Future Land Use Plan*), as described below. These land use designations must be used in conjunction with the goals and policies of this Urban Village Plan.

Urban Village

Density: Up to 95 DU/AC; minimum FAR 0.75 (3 to 9 stories)

The largest portion of the Village area is designated with the Urban Village land use designation. The Urban Village designation supports a wide variety of commercial, residential, institutional uses including stand alone schools or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. In the Five Wounds Urban Village Plan, this designation also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. Residential projects that “stand alone” and do not include a commercial component are not consistent with the Urban Village designation in this Plan.

The vision for the Five Wounds Urban Village is as an urban and pedestrian-oriented corridor with higher intensity development than currently exists. This Plan establishes a long-term objective that properties redeveloped with commercial uses should have a minimum FAR of 0.75, and preferably higher. Commercial projects developed at less than an FAR of 0.75, while permitted, are intended to be interim uses to ultimately be replaced by high intensity commercial/employment uses in the future.

This Plan establishes a maximum FAR for mixed use residential/commercial development for properties designated Urban Village. To meet the employment lands and job development objectives for this Village, as described above in the Planned Growth Capacity and Objectives section, this Plan establishes a minimum FAR for the commercial/employment component of a mixed-use project to be 0.75.

The ultimate intensity or density of new development will effectively be limited by the maximum height limits established in this Plan and shown in *Five Wounds Village Height Diagram* and by the parking requirements established in the Zoning Ordinance.

Transit Employment Center

Density: FAR Up to 10.0 (up to 12 stories)

The Transit Employment Center land use designation is located in the area of the planned future BART station along North 30th Street, between Five Wounds Lane and Saint James Street.

This designation is applied to this area to plan for intensive job growth. This area is appropriate for this designation due to its high degree of access to transit and other facilities and services. Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center designation, as are supportive commercial uses.

The Transit Employment Center area should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within Transit Employment Centers. New development should orient buildings toward public streets and transit facilities and include features to provide an enhanced pedestrian environment.

Light Industrial

Density: FAR Up to 1.5 (1 to 4 stories)

The Light Industrial land use designation is applied to a triangular shaped property located between Eggo Way, Highway 101, and Lower Silver Creek.

This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of typical uses in this designation. Light Industrial designated properties may also contain service establishments that serve only employees of businesses located in the immediate industrial area. Office and higher-end industrial uses, such as research and development, are discouraged in order to preserve the scarce, lower cost land resources that are available for companies with limited operating history (start-up companies) or lower cost industrial operations.

Neighborhood / Community Commercial*Density: FAR Up to 2.0 (1 to 4 stories)*

The Neighborhood/ Community Commercial land use designation is applied to northeast corner of East Santa Clara Street and North 27th Streets where currently a McDonald's restaurant is located.

This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood / Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation.

Mixed Use Neighborhood*Density: up to 35 DU/AC; FAR 0.25 to 2.0 (1 to 4 stories)*

The Mixed Use Neighborhood land use designation is applied to the west side of Wooster Avenue, north of East Julian Street. This area currently supports a mix of multi-family apartments and single-family detached residences.

This designation is intended for development primarily with either townhouse or small lot single-family residences. This designation supports commercial or mixed-use development integrated within the Mixed Use Neighborhood area. Existing neighborhoods with this designation are typically characterized by a prevalence of atypical lot sizes or shapes and a parcel-by-parcel development pattern where small townhouse development may exist adjacent to more traditional single-family development or more intense multi-family development.

This designation should be used to establish a cohesive urban form, to provide transition between higher-density and lower-density neighborhoods, or to facilitate new infill development within an existing area that does not have an established cohesive urban character. Small lot single-family neighborhoods with this designation may involve zero lot-line or other design features not available through a standard subdivision process. Because, within such mixed neighborhoods, the established overall neighborhood density and character is more intense than that found in typical single-family detached neighborhoods, it is appropriate to allow for infill development in Mixed Use Neighborhood areas that includes medium density residential uses such as townhouses or stacked flats and some opportunity for live/work, residential/commercial, or small stand-alone commercial uses.

Hospitals and other healthcare facilities may potentially be located within Mixed Use Neighborhood areas provided that any potential land use impacts can be mitigated. This designation may also be appropriate for areas in close proximity to urban amenities (such as transit stations), but that are not within a proposed Urban Village area.

Residential Neighborhood

Density: Typically 8 DU/AC (Match existing Neighborhood Character); FAR up to 0.7 (1 to 2.5 stories)

The Residential Neighborhood land use designation is applied to existing single-family detached residences that are located in the neighborhood bounded by East Julian Street, West Court and East Court and the Hacienda Creek Senior Apartments located at the terminus of West and East Courts.

This designation is applied to encompass most of the established, single-family residential neighborhoods within the Village area. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing and, where applicable, extending or completing the existing street network. The average lot size, orientation, and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project.

Private Community Gathering Facilities compatible with the surrounding residential neighborhood are also supported under this land use designation.

Public/Quasi-Public

Density: FAR N/A

The Public/Quasi- Public land use designation is applied to the properties of the existing Five Wounds Portuguese National Church and the I.E.S. Hall.

The Public/Quasi- Public category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint

development projects which include public and private participation - such as a jointly administered public/private research institute or an integrated convention center/hotel/restaurant complex - are allowed. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation. The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site.

Transportation and Utilities

Density: FAR N/A

The former Western Pacific Railroad right-of-way and future planned Five Wounds Trail corridor is designated Transportation and Utilities. While this designation is applied to active or inactive railroad lines and high-voltage power line corridors, it also supports the development of a trail within the Five Wounds Urban Village, given that this is no longer an active railroad line. This designation also supports the use of the former railroad of way for staging and other activities needed for the construction of BART.

Open Space, Parklands and Habitat

Density: FAR N/A

The former railroad right-of-way is designated with the Open Space, Parklands and Habitat land use designation.

The Open Space, Parklands and Habitat category is used to designate lands that can be publicly- or privately-owned that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation is applied within the Urban Growth Boundary to lands that are owned by non-profits or public agencies that intend their permanent use as open space, including lands adjacent to various creeks throughout the City.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts and, for properties located outside of the Greenline / Urban Growth Boundary, should avoid use of non-native, irrigated vegetation or development of new structures that would alter the environmental and visual quality of native habitat areas. Development of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for Open Space, Parklands and Habitat properties both within and outside of the Greenline / Urban Growth Boundary, but in the latter case should be sensitively located so as to minimize potential environmental and visual impacts. Within the Greenline / Urban Growth Boundary,

community centers, public golf courses, and other amenities open to the public would also be allowed within publicly-owned properties in this designation.

Floating Park or Plaza

Density: FAR N/A

As no specific site has yet been identified and details of surrounding development are unknown, the designation for a park or plaza is indicated by the letter "P." This symbol represents a "floating" designation and is only intended to indicate a general area within which a park or plaza site will be located. The specific size, location and configuration of such a park or plaza site will be finalized only through acquisition of a particular parcel.

5. LAND USE POLICIES

Land Use Policy 1: *Create a high-density, mixed-use Urban Village that is pedestrian focused and enhances the quality of life for residents in surrounding communities.*

Land Use Policy 2: *Create a "Town Square" or public plaza within a central location in the Five Wounds Urban Village area. Preferably on the San Jose Steel site around the planned Alum Rock BART Station. Pedestrian promenades that radiate out from this square are also encouraged.*

Land Use Policy 3: *Focus mixed-use development around the town square.*

Land Use Policy 4: *A significant public plaza should be included at the location of the planned Alum Rock BART station.*

Land Use Policy 5: *New commercial development should be built at Floor Area Ratios of 0.75 or greater.*

Land Use Policy 6: *Mixed-use residential projects are encouraged to build at densities of 55 dwelling units to the acre or greater on sites those sites that are large in size, given that the site design is compatible with the surrounding neighborhood.*

Land Use Policy 7: *Types of uses in a mix and intensity that support ridership on Bus Rapid Transit and BART are strongly encouraged.*

Land Use Policy 8: *The combining of parcels is strongly encouraged to facilitate new development, especially mixed-uses, at a higher density or intensity, and to provide for the*

inclusion of public plazas and other private but publicly-accessible open spaces into new development.

Land Use Policy 9: *Development of ground floor neighborhood-serving commercial uses along E. Santa Clara Street is strongly encouraged.*

Land Use Policy 10: *Drive-through uses should not be permitted within the Five Wounds Urban Village*

Land Use Policy 11: *Motor vehicle uses such as auto repair, automobile sale and rental lots, auto parts sales, and car washes are strongly discouraged.*

Land Use Policy 12: *New mixed use, residential/commercial development adjacent to the Five Wounds Trail corridor should provide primary entries, stoops, and/or porches facing the trail.*

Land Use Policy 13: *New residential development adjacent to the Five Wounds Trail corridor should provide ground floor units that face the trail.*

Land Use Policy 14: *Ensure that new public and private development adjacent to the Lower Silver Creek riparian corridor is consistent with the provisions of the City's Riparian Corridor Policy while recognizing that this plan supports more intensive urban development adjacent to the riparian corridor.*

Land Use Policy 15: *Preserve the existing single-family detached residential neighborhood located between East and West Courts.*

Land Use Policy 16: *Preserve the existing Five Wounds Church.*

Land Use Policy 17: *Integrate active uses into the planned BART parking structure along the ground floor facades and above parking levels.*

Land Use Policy 18: *The triangular-shaped parcel located north of Lower Silver Creek and adjacent to Highway 101 is envisioned by the community as a possible future park, community garden or other green uses; however, this site is currently land locked and does not have public access. This site should be considered by the Department of Parks, Recreation, and Neighborhood Services as a part of their Community Garden location study.*

Land Use Policy 19: Encourage the development of high intensity office buildings adjacent to US Highway 101 to serve as a noise and pollution buffer between the highway and residential and commercial land uses.

Urban Design

Urban Design Goal: Create an attractive Urban Village that is a catalyst for the economic vitality of the Five Wounds area, creates a vibrant pedestrian environment and contributes towards a strong and positive community identity through high quality and thoughtful design of buildings and public spaces.

The quality of urban design, including both the architecture and design of new buildings and materials used, and the massing and placement of the buildings in relationship to the street, each other, and the surrounding neighborhood, will play a critical role in making Five Wounds a great place. Additionally, urban design will contribute the success of creating the BART station area as a community gathering space with vibrant businesses. If successful, the high quality of design in Five Wounds Urban Village will contribute to the positive identity of the area and set it apart from other areas of the City as place to live, shop and work.

This Plan provides urban design policies intended to achieve the Urban Design Goal, to facilitate new development within this Urban Village that is of high quality and lasting design, pedestrian-oriented, and urban in scale. At the same time, this Plan includes design parameters to ensure that urban development in the area is compatible with the surrounding neighborhoods and the Five Wounds Portuguese National Church structure as it continues to be a visually prominent feature of the community. The Five Wounds Portuguese National Church is a historic landmark and a symbol of the long standing Portuguese presence in the area. Therefore, this Plan establishes a building height policy to protect the visual prominence of the church structure.

A. BUILDING HEIGHT

The building height limits of this Plan are designed to accommodate high density and intensified uses within the Five Wounds Urban Village, as well as ensure compatibility with the surrounding neighborhoods.

The surrounding community has expressed support for the redevelopment of the existing, predominately one- and two-story industrial buildings within the Five Wounds Village area with multi-story commercial or mixed-use development. However, the neighborhoods located to the west of the Village and within the Village on East and West Courts are largely composed of one-story single-family homes, with a few duplexes and small two-story apartment buildings interspersed. As the Village area redevelops, it will be critical to ensure that buildings do not overshadow or overwhelm these homes and that a sufficient rear setback adjacent to this lower density residential development is maintained. To ensure neighborhood compatibility, this Plan establishes the height limit and "step down" policies for new development when

adjacent to existing residential. Height limits for the Village are shown in *Five Wounds Village Height Diagram*. The height step down policies, for portions of new development adjacent to the surrounding residential neighborhood, are based upon the existing Main Street Zoning District established in the Zoning Ordinance.

Additionally, the community has expressed the desire to ensure that the Five Wounds Portuguese National Church structure continues to be a visually prominent feature of the community. Therefore, this Plan establishes a building height policy to protect the visual prominence of the church structure.

Building Height Policies

Building Height Policy 1: *New development within the Five Wounds Urban Village shall be consistent with the maximum height limits as shown in the Five Wounds Village Height Diagram.*

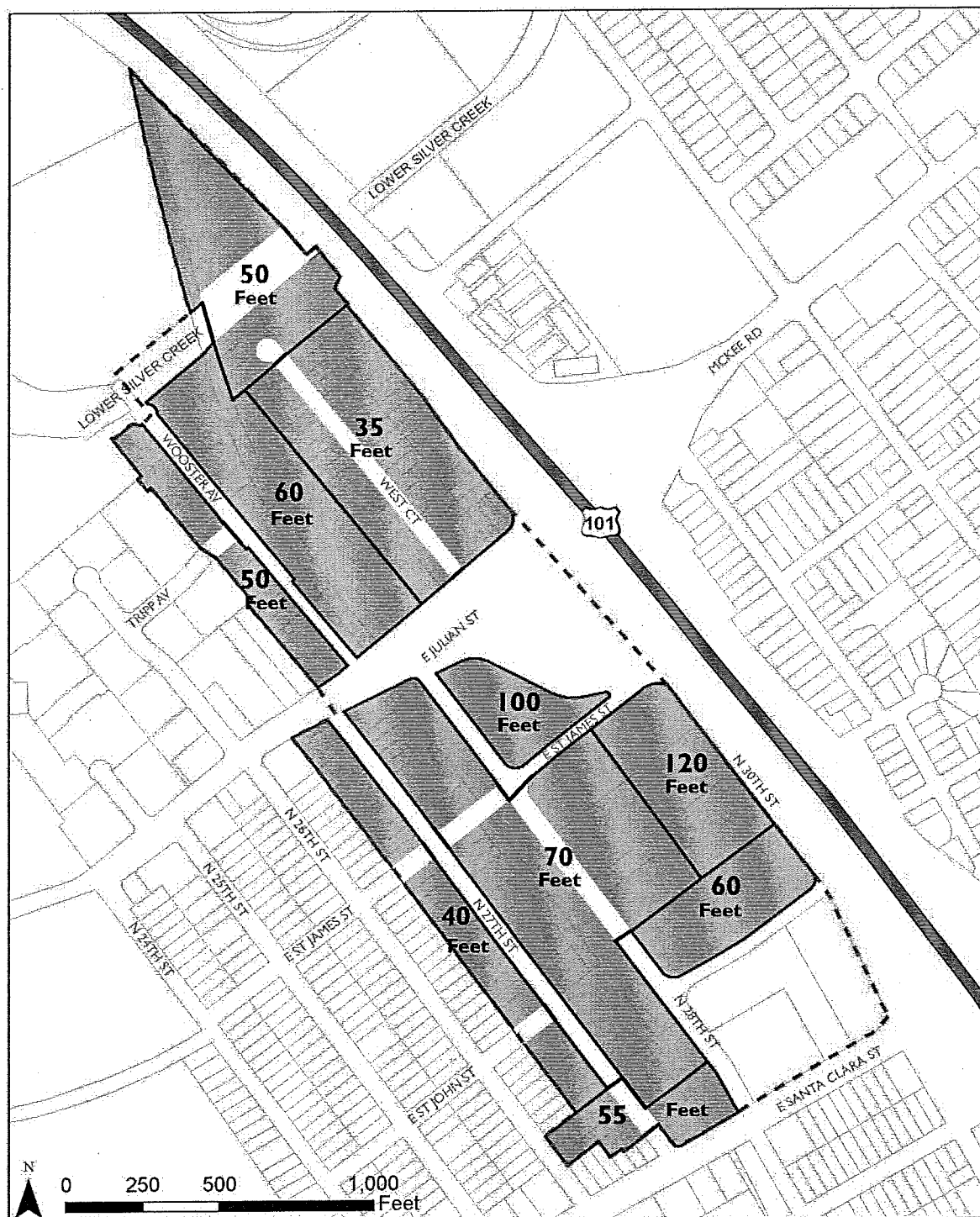
Building Height Policy 2: *New development adjacent to property with an existing single-family home or with a General Plan land use designation of Residential Neighborhood, shall step down in height to 35 feet within 20 feet of such single-family properties.*

Building Height Policy 3: *The height of new development on properties adjacent to, including immediately across a public right-of-way, the Five Wounds Portuguese National Church should protect the visual integrity and prominence of the church structure.*

Building Height Policy 4: *In order to provide the Village area with a buffer to Highway 101, locating taller buildings on the east side of the Village area is strongly encouraged.*

Building Height Policy 5: *Non-habitable architectural projections, and mechanical and equipment rooms, and special treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit by 10 feet.*

Figure 3
Five Wounds Village Height Diagram



B. ARCHITECTURAL ELEMENTS

Building architecture, when thoughtfully designed, can have a positive effect in shaping the identity of a district. This Plan intends that new buildings are of a high quality design that create and enhance the sense of place in Five Wounds Village and contributes to its economic and social vitality. While the policies below provide a great degree of flexibility, the community has expressed a strong preference for buildings built in a Mediterranean architectural style or other architectural styles that reflect the Portuguese, as well as the Mexican heritage of the area.

Architecture Policies

Architecture Policy 1: The design of new development in the Five Wounds Village should be of a high standard and should contribute to the positive image and vitality of the corridor.

Architecture Policy 2: New development within the Five Wounds Village is encouraged to be built in a Mediterranean or other similar architectural styles that reflect the ethnic heritage of the area.

Architecture Policy 3: To create a visually rich and interesting built environment, articulation of building façades and variations in building planes and roof lines are encouraged in new development. New buildings should avoid a monolithic appearance.

Architecture Policy 4: Larger buildings should include changes in plane and roof lines to reflect individual units or tenant spaces so that the large building appears to be several small buildings.

Architecture Policy 5: New development should include decorative elements on building facades and entryways, and are encouraged to integrate unique, artisan and artist-designed elements into façades and public spaces.

Architecture Policy 6: New development should use high quality, durable building materials on the façades of buildings, and in publicly visible areas.

Architecture Policy 7: Use highly durable and distinctive building materials, such as stone, tile, and terracotta. Minimize the use of glass and steel and avoid extensive use of sprayed stucco for exterior wall finishes.

Architecture Policy 8: Employ a variety of architectural details, such as sloping roofs, dormers, gables, balconies, moldings, cornices, bay windows, deep window recesses, decorative trim, and arches over doors and windows.

Architecture Policy 9: Encourage use of mosaic tiling that reflects the local cultures of the surrounding neighborhoods on building façades and selected areas of the Town Square and promenades.

Architecture Policy 10: Encourage Five Wounds Church to create a more architecturally distinct entrance on the north side of the building. Additionally, encourage the creation of a promenade through the Five Wounds Church parking lot to the improved north entrance by installing pavers that match the public portion of the promenade to the north.

Architecture Policy 11: Apply architectural details to the any above ground BART parking structure so it does not appear to be a parking garage. Also encourage active uses to wrap a parking structure.

C. STREET FRONTAGE

The intent of this Plan is to provide a comfortable and visually engaging pedestrian environment through the creation of an inviting pedestrian-oriented building street frontage. For a pedestrian on the sidewalk, the most important element of a building is the design of the ground floor. This Plan establishes the following policies to guide the sidewalk-level design of new buildings and ensure that development contributes to a positive walking experience.

Street Frontage Policies

Street Frontage Policy 1: Orient entrances of ground floor residential units toward streets, plazas, trails, and promenades.

Street Frontage Policy 2: Maximize a building's active spaces by orienting entrances of ground floor commercial spaces toward streets, plazas, and promenades.

Street Frontage Policy 3: Large blank walls are discouraged along public streets, the Five Wounds Trail, and adjacent to public spaces such as plazas. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften the visual impact.

Street Frontage Policy 4: High visibility from the sidewalk into the interior of retail shops is encouraged through use of transparent openings and windows in building facades.

Street Frontage Policy 5: The installation of awnings and canopies is encouraged in retail areas to create shelter and shade for pedestrians. Bulky awnings that obscure views of building facades are discouraged.

Street Frontage Policy 6: The use of tinted and reflective windows on first floor storefronts is discouraged.

D. SETBACKS AND BUILDING PLACEMENT

In addition to the design of a building's facade, the placement of a building on a property can also significantly contribute towards, or detract from the pedestrian environment. This Plan establishes policies for a consistent "building-defined" street edge with pedestrian-oriented, street-facing development along public streets with building facades located adjacent to the sidewalk.

Setback Policies

Setback Policy 1: New buildings along public right-of-ways should be built adjacent to the sidewalk, with no or just minimal front and side street setbacks for the majority of the front or side building façades.

Setback Policy 2: Greater setbacks along a public right-of-way should be accommodated in order to; (1) provide any additional needed pedestrian walkway/sidewalk to widen the public right-of-way to the desired consistent sidewalk width of 20 feet; (2) provide one or more recessed pedestrian entries; (3) a pedestrian plaza; (4) to accommodate pedestrian ramps; or (5) to accommodate residential balconies at the elevation of the second finished floor or above.

Setback Policy 3: Parking lots or structures should be located behind or under buildings, and surface parking should not be located between the sidewalk and the front building façades along public right-of-ways.

Setback Policy 4: For residential and commercial uses, no setback should be required for building walls adjacent to a Plaza, Town Square, or promenade. Additionally, keep building entrances on

the same plane as the surfaces of the Town Square and promenades, stairs and ramps to building entrances should be avoided.

E. GATEWAYS

The purpose of a Gateway is to provide an Urban Village identifier that announces that one is entering a distinct district within San Jose. A Gateway feature is envisioned to be placed at the corners of North 28th Street and East Julian Avenue and North 28th Street and East Santa Clara Street.

A Gateway would not need to include a formal or traditional column-like structure, but instead could include distinctive architectural elements, public art, landscaping, and/or paving treatments. A Gateway could also include signage identifying the Village, consistent with the City's Sign Ordinance, Title 23. As with the streetscape amenities discussed below, it is not anticipated that the City will have funding available for development of a Gateway, so funding will likely need to be secured through grants or private sources. As the adjacent properties redevelop, some gateway elements could potentially be funded by developers and integrated into their proposed development.

Gateway Policies

Gateway Policy 1: *When new development is proposed along North 28th Street near the corner of East Julian Street and near the corner of East Santa Clara Street work with the property owners to incorporate Gateway elements into their project.*

Gateway Policy 2: *Gateways should visually identify the primary entrance points to the Five Wounds Urban Village and the planned Alum Rock BART Station and Town Square.*

STREETSCAPE

Streetscape Goal: *Create an attractive pedestrian-friendly street environment with large canopy street trees and public art that contributes to the positive identity of the Five Wounds Urban Village, encourages walking, bicycling and transit ridership, and acts as a catalyst for private investment and business activity.*

The character of the street and sidewalk play an important role in defining the identity of a place and in creating an environment where people feel comfortable walking and frequenting the shops and services. Establishing an attractive and interesting streetscape in the Five Wounds Urban Village will help create a place where people want to socialize, shop and live, and therefore, a place where businesses want to locate and invest. This section identifies improvements and design elements within the public right-of-way that will, in conjunction with new high quality development, promote the success of the Five Wounds Urban Village.

A. STREET TREES

The Five Wounds Village area has little to no street trees. Where street trees do exist there isn't a consistent tree species. Street trees make an area more attractive, contributing towards the areas positive identity, thereby encouraging private investment, and potentially increasing property values. Street trees create inviting pedestrian areas that encourage walking by providing shade from the sun and by providing a physical and visual barrier between pedestrians and the automobile activity on the street. In addition, street trees can increase pedestrian safety and reduce traffic noise by causing motorists to perceive a narrower street and slow down. Trees, large canopy trees in particular, produce shade which can reduce building energy costs naturally reducing the need for air conditioning, and trees improve air quality by filtering particulates from the air.

Street Tree Policy

Street Tree Policy 1: *Create and maintain a consistent row of street trees along all streets in the Five Wounds Village Area that provides a wide and dense canopy of shade over the sidewalk and extends over the street.*

B. STREETSCAPE AMENITIES

The BART Station Area Community Concept Plan identified a number of public amenities recommend to be included within the Five Wounds Village. These improvements include self-cleaning public restrooms, pedestrian scale lighting, drinking fountains, historic placards, street banners, and attractive and numerous trash and recycling receptacles. It is not anticipated that the City of San will be able to provide these and other amenities within the Five Wounds Urban Village, or maintain them if funded by an outside source, due to limitations in City funding. Nevertheless, funding for the installation and maintenance of some of the identified streetscape elements could be provided by property and business owners through a business assessment district. Some capital improvements could also be installed as part of new development projects. The City's roll in installing these amenities will primarily be to be work with property and business owners to help facilitate there installation and maintenance, identifying and pursing opportunities as they arise.

One possible tool for developing some desired streetscape amenities is the City's Public Arts Program. If streetscape elements such as street banners, street furniture, pedestrian-scale lighting, historic placards, and the like are designed by artists as unique but functional public art pieces, existing and proposed sources of public art funding could potentially be used for their installation, as discussed in the Public Arts section below. Funding could also be provided as a part of the BART station project.

Streetscape Amenities Policies

Streetscape Policy 1: Develop streetscape amenities throughout the Five Wounds Urban Village, with a focus on and around the planned town square that contributes to a positive image of the area, supports businesses, and creates an attractive and engaging pedestrian environment.

Streetscape Policy 2: When funding becomes available, work collaboratively with property and business owners to identify a prioritized list of streetscape amenities and develop improvement plans for priority improvements, as needed.

Streetscape Policy 3: During the development entitlement process, encourage developers to contribute towards or construct streetscape amenities.

Streetscape Policy 4: As a part of the BART station project, work with the Valley Transportation Authority (VTA) to identify opportunities to develop identified streetscape amenities within the BART Station Area and plaza.

C. PUBLIC ART

Public Art Goal: Create an attractive and culturally rich environment that helps to establish a unique identity for the Five Wounds area by integrating public art and artist-designed elements into the trail corridor, the plaza and BART Station Area and in other areas within the Five Wounds Urban Village.

The community encourages the creation of an arts district with in the Town Square area of the Five Wounds Urban Village. Additionally, public art throughout the Village can play a key role in reinforcing the visual identity of the area, celebrating its diverse cultural history, and providing significant added value to both public infrastructure and private development.

Public art could occur as stand alone art pieces; however, it is envisioned to be integrated into the streetscape, town square, and buildings and to play a functional and not just aesthetic role. Examples of functional public art include street furniture, street or building lighting, paving treatments, bicycle racks, tree guards and grates, and gateway elements such as columns and landscaping. While this Plan does not limit the development of public art pieces to local artists, it does encourage consideration of local artists in the selection process and encourages the development and retention of local talent.

There are some limited funding mechanisms for public art. One, which applies only to public projects on City property, is the “percent for art” program. A “percent for art” is an allocation of one percent of all capital project costs for the design, fabrication and installation of public artworks to enhance the design and add to the character of the community served by the capital improvement. Percent for art funds within the City of San Jose are managed by the Public Art Program/Office of Cultural Affairs in collaboration with stakeholders and capital project managers. Public projects that are developed by outside agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case-by case basis. The City is currently negotiating with VTA for funding for public art along the East Santa Clara and Alum Rock Avenue corridor as part of the Bus Rapid Transit project.

A potential funding source for public art that should be explored is the establishment of a percentage for art program from new private development projects. The percent for art for private development would be calculated based on estimated building valuation calculated at the time of permit issuance. Such a funding tool could potentially be applied citywide, just to Roosevelt Park or to all Urban Villages and other growth areas. Regardless of how widely such a funding tool would apply, the funds collected in a given area would need to be spent within that area.

Another potential funding source for public art in the Five Wounds Urban Village, as well as, for other physical improvements and for streetscape maintenance, could be the establishment of a special financing district. Such a district would need to be established by a vote of the property owners and/or business owners, depending on the financing mechanism. While the City would need to manage the process to establish a district, the property and/or business owners would need to express interest in initiating the process.

In addition to special financing districts or requirements for private contributions towards public art, developers can be encouraged, through the entitlement process, to integrate unique and/or artist-designed building and site elements into their projects.

Public Art Policies

Public Art Policy 1: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Five Wounds Urban Village to public arts projects within this Village.

Public Art Policy 2: Integrate public art and artist-designed streetscape elements, such as street furniture, bicycle racks, tree wells, and pavement treatments, into the streetscape and public right-of-way along the streets within the Urban Village.

Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc.

Public Art Policy 4: Encourage and nurture the development of an Arts District within the Five Wounds Urban Village preferably between the Town Square and the Five Wounds Church (as envisioned in the BART Station Community Concept Plan).

Public Art Actions

Public Art Action 1: Explore establishment of a public art fee on new private development in the Five Wounds Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San Jose 2040 General Plan.

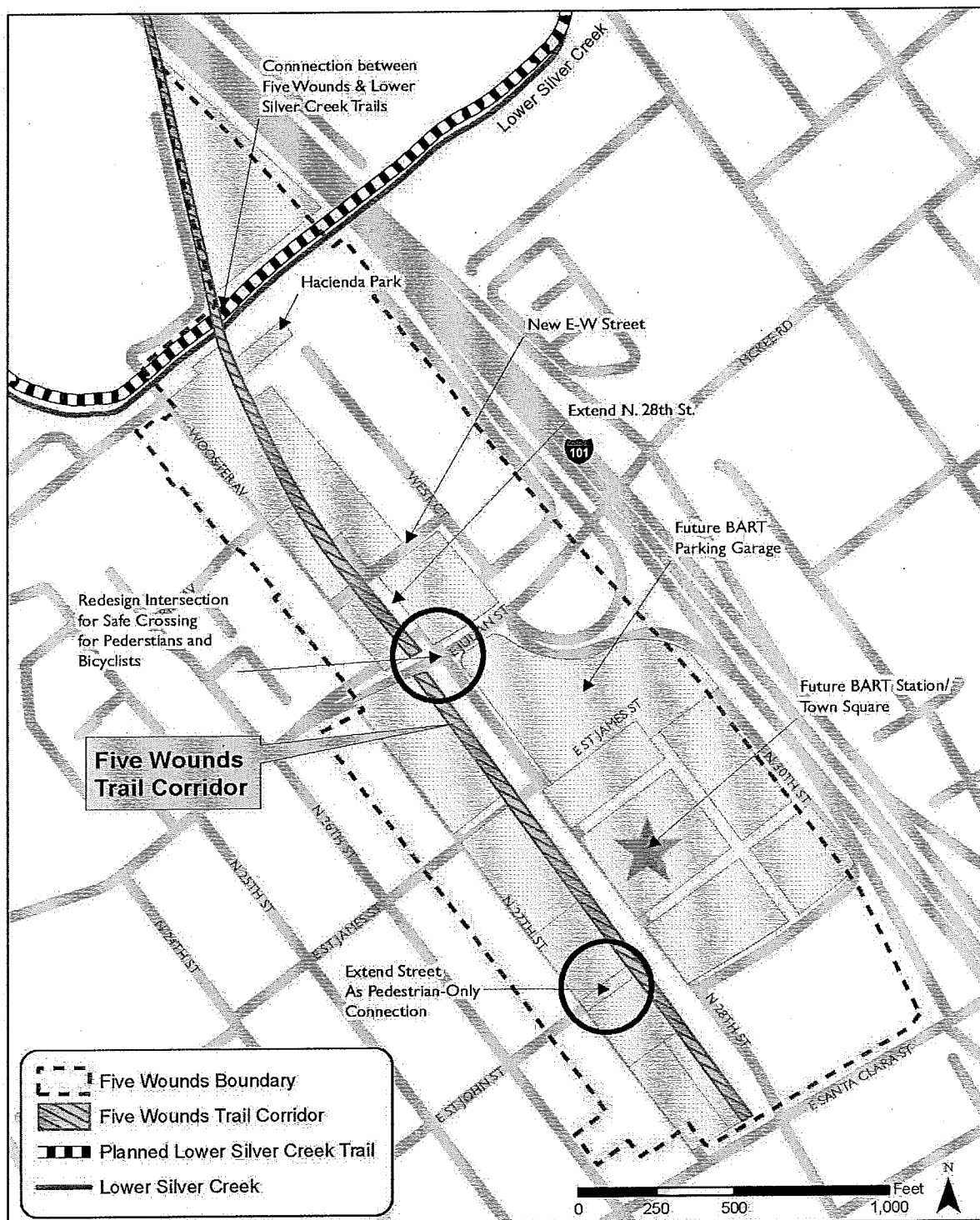
Public Art Action 2: Continue to negotiate with VTA for monies as part of the Bus Rapid Transit project and the BART Silicon Valley project to develop public art along East Santa Clara Street and in the BART station area.

CIRCULATION

Circulation Goal: Create a safe, attractive, and inviting pedestrian and bicycle environment that provides direct and convenient access within the Urban Village and between the Village and the surrounding neighborhoods.

A key goal of the Envision San Jose 2040 General Plan and this Village Plan, is to create an urban fabric where walking is a convenient way to get from one place to another, and where the built environment is refocused from the automobile towards the pedestrian or cyclist. This Plan also addressed automobile circulation as improvements were identified as part of the CommUniverCity planning process. The Five Wounds Urban Village should be a place where people are encouraged and feel comfortable walking and bicycling, and where surrounding community members are encouraged to walk from their homes to the Village. This section focuses on the vehicular, pedestrian, and bicycle infrastructure needed to create a walkable and bicycle friendly Urban Village.

Figure 4
Five Wounds Village Circulation Network Diagram



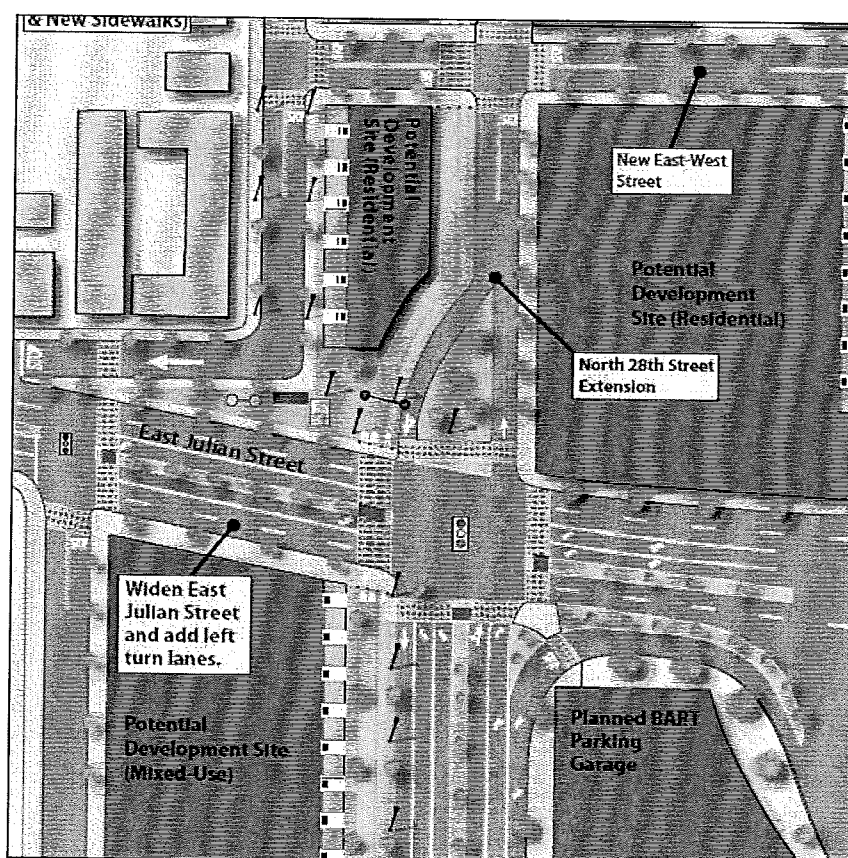
A. CIRCULATION NETWORK

Circulation within the Five Wounds Village should be designed with publicly-accessible streets that are connected to the existing street network and encourage walking and bicycling. Clear and direct connections for pedestrians and bicyclists should be provided. Vehicular movement across sidewalks (curb cuts) should be minimized by locating driveways, parking courts, and parking garage entrances along the side or back of a building, or along streets with less pedestrian traffic, thus enhancing the pedestrian environment and minimizing potential conflicts between pedestrians, bicyclists, and vehicles.

To improve the vehicular, pedestrian, and bicycle circulation and safety within the Village the Plan proposes several street modifications. (See *Circulation Network Diagram*) Currently, the Five Wounds Village area has a grid street network. The Circulation Network Plan will enhance that grid street network by breaking up the few large blocks of land into shorter more walkable blocks and reconfiguring the complex and disorganized intersection at East Julian Street and North 28th Street (See *East Julian/North 28th Streets Intersection Detail*).

Figure 5

East Julian/North 28th Street Intersection



East Julian/North 28th Streets Intersection

Circulation Network Policies

Circulation Network Policy 1: *Design new streets as a logical extension of the existing public street grid.*

Circulation Network Policy 2: *Preclude the development of new dead-end streets and cul-de-sacs.*

Circulation Network Policy 3: *New curb-cuts should be minimized, particularly along North 28th Street.*

Circulation Network Policy 4: *Connect streets, paseos and pathways to the larger public street network and to the open space system.*

Circulation Network Policy 5: *Where feasible, encourage shared and consolidated site access.*

Circulation Network Policy 6: *To the extent possible, locate vehicular circulation, including parking, service, and loading zones, on the side or the rear of a building, away from the main building front.*

B. PEDESTRIAN FACILITIES

Developing pedestrian improvements throughout the Five Wounds Urban Village area will create a comfortable and inviting walking environment. Targeted pedestrian improvements around the BART Station entrances are also important to ensure that clear, easy access to the BART station is provided.

Pedestrian improvements would include enhanced crosswalks, pedestrian refuge areas at crossings, as well as, sidewalk bulb-outs, or curb extensions at intersections that shorten intersection crossings for pedestrians. Each one of these enhancements is discussed further below.

1. SIDEWALKS

The existing sidewalks within the Five Wounds Village area are generally narrow to non-existent along some of the industrial sites. To achieve the goal of wider sidewalks, existing sidewalks should be maintained, and expanded. Along N. 28th Street and East Santa Clara Street, two major pedestrian circulation routes within the Village, the goal is to achieve a 20 foot wide sidewalk.

2. CORNER CURB BULB-OUTS

In order to calm traffic and improve the comfort of the pedestrian, corner bulb-outs are desired where feasible. Bulb-outs will extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations. If installed, the installation of drought tolerant landscaping within bulb-outs is preferred over hardscape. Landscaping would need to be low in height and could not interfere with the line of sight for motorists. A maintenance program would also need to be established before landscaping could be installed and such a program would likely need to be paid for by surrounding businesses and property owners through the establishment of a business assessment district and/or another private funding source.

3. CROSSWALKS

Enhanced crosswalks could consist of attractive stamped concrete that is colored differently from the surrounding pavement. Such a treatment would effectively communicate to motorists the presence of a crosswalk and the potential for pedestrians. Another possible treatment is the installation of inlaid thermo-plastic material that is imprinted into the street asphalt. This treatment is relatively affordable and has more permanence than the standard painted crosswalks which can fade quickly with heavy traffic.

4. PEDESTRIAN REFUGE AREAS AND ROADWAY MEDIANS

The installation of pedestrian refuges and landscaped roadway medians will provide the Five Wounds Urban Village with a more walkable corridor with a small town character and improve the comfort for pedestrians crossing wide streets and streets with high traffic volumes.

Pedestrian Facilities Policies

Pedestrian Facilities Policy 1: Pursue opportunities, when they arise, for the installation of curb bulb-outs in locations that are feasible.

Pedestrian Facilities Policy 2: Design wide, highly-visible crosswalks. Consider as a crosswalk surface treatment that is imprinted into the street asphalt.

Pedestrian Facilities Policy 3: Include planter strips along all sidewalks to provide a buffer between street traffic and the pedestrian zone.

Pedestrian Facilities Policy 4: Facilitate an inviting and comfortable pedestrian environment by maintaining and developing wide sidewalks within the Five Wounds Urban Village.

Pedestrian Facilities Policy 5: New development should be set back from the property line to provide the additional needed pedestrian walk way to achieve the goal of a 20 foot wide sidewalk. Setback areas should be paved to match the sidewalk in the public right-of-way to give the appearance of a broad sidewalk.

Pedestrian Facilities Policy 6: For consistency with the policies of the adjacent Roosevelt Park Urban Village Plan, where there is not a conflict with the BRT line, install pedestrian refuge and landscaped median in the center of East Santa Clara Street.

Pedestrian Facilities Policy 7: Where there is not a conflict, install pedestrian refuge and landscaped median in the center of East Julian Street as part of intersection reconstructions associated with the BART project in the Five Wounds Village.

Pedestrian Facilities Policy 8: As a part of the street improvements for the BART project in the Five Wounds Village, provide enhanced pedestrian access at the main pedestrian BART entrance on N. 28th Street. This could include enhanced crosswalks with special paving and a pedestrian refuge and landscaped median in the center of N 28th Street.

C. BICYCLE FACILITIES

Providing safe bicycle circulation and storage is an important element of circulating throughout the Five Wounds Urban Village. This is particularly important as it is likely that many people from outside of the Village area will bicycle into the Five Wounds Village in order to access the planned Alum Rock BART station.

Bicycle Policies

Bicycle Facilities Policy 1: Include adequate bicycle parking areas throughout the Five Wounds Village and use site design measures to promote bicyclist and pedestrian safety.

Bicycle Facilities Policy 2: As part of the entitlement process, ensure that new development provides off-street bicycle parking spaces as required by the City's Zoning code and that the spaces are located conveniently to shoppers and other patrons.

Bicycle Actions

Bicycle Action 1: Work with the Valley Transportation Authority (VTA) to provide a secured bicycle parking facility within the planned BART parking structure.

Bicycle Action 2: As funding opportunities arise, proactively install bicycle parking in the public right-of-way in front of existing development.

PARKING

A. PARKING COMPONENT

Parking Goal: Effectively manage the supply and demand for parking to ensure that a sufficient amount of parking is provided to meet the needs of businesses and residents, while at the same time ensuring that an oversupply of parking is not created, which would detract from the pedestrian environment, the development potential of the area, and the overall vitality of the Five Wounds Urban Village.

Providing sufficient parking for customers and residents will be essential to the creation and continued success of a vibrant Urban Village, particularly one surrounded by largely suburban development. Sufficient parking will also be critical for the successful operation of the BART Station. While it is anticipated that a significant number of people will walk, ride bicycles or take transit to the Five Wounds Urban Village in the future, many will also want to drive some or most of the time. In addition, many new residents will still own a car. Nevertheless, the goal is to create a pedestrian-friendly and more urban environment in the Village. The provision of large quantities of off-street parking, particularly in highly visible areas, will detract from the type of urban and walkable environment that this Plan and the community intend to achieve. The goal of this Plan is to effectively balance the demand for parking with the supply provided by new development and on public streets.

The largest demand for parking in the Five Wounds Urban Village will likely be from users of the BART Station. Currently, the conceptual plan for the Alum Rock BART station depicts a 4 to 6 story parking structure and two large surface parking lots, which surround a central plaza where the portals to the under ground BART Station will be located. This parking configuration can significantly impact the ability of the Five Wounds Urban Village to develop into a vibrant mixed-use and pedestrian-oriented district that complements and supports BART as the BART station and associated facilities are located in the center of this Village. This site is also the largest potential development site within the Village comprising of approximately 13 acres of a 55 acre Village. The City and VTA will need to work together in order to achieve land uses that are appropriate to the vision of the Urban Village and that will complement and enhance the BART station entrances. The goal of this Urban Village Plan is to create an urban and walkable environment and deemphasize vehicle parking.

The parking policies included in this Plan are intended to reduce the amount of land dedicated to parking and thereby increase the amount of land available for other more active uses such as landscaping and open space, and pedestrian circulation areas. At the same time, this Plan includes strategies to more efficiently manage both the off-street and on-street parking supply

to ensure that the demand for parking by customers, residents and employees is appropriately met.

One potential strategy to manage parking supply along East Santa Clara Street, and potentially along N. 28th Street, is to install parking meters. Parking meters, if priced correctly, can ensure that a portion of the on-street parking supply is always available for customers. To ensure that customers are not parking in the adjacent neighborhoods or are discouraged from shopping in the Five Wounds Urban Village, the cost of parking should be set at a low price; however this price must also be set high enough to ensure that at least a small number of on-street spaces are always available, by discouraging motorists from using on-street spaces for long periods of time. With the establishment of parking meters, the City and business owners within the Village should consider the establishment of a Parking Improvement District, which would set aside parking meter revenues for maintenance of the streetscape and/or the installation of streetscape amenities such as the ones discussed in the Streetscape section above.

To more effectively manage the supply of private off-street parking, this Plan encourages the sharing of parking between uses within a single development and between different uses on separate properties, through parking agreements amongst the private property owners. Different uses often have different peaks in their parking demand. For example, office uses typically need most parking from 8 to 5 pm during the weekday, and restaurants often need more customer parking on week nights after 6 pm and on weekends. By encouraging these two different uses to share available parking, and not build dedicated spaces reserved exclusively for each use, the overall cost of development is reduced and more land can be dedicated to active, often revenue-generating uses.

Parking Policies

Parking Policy 1: Minimize the space demands of off-street parking through the efficient design, provision and management of parking in new development, and through the efficient management of on-street parking.

Parking Policy 2: In the BART Station area, provide parking in multi-story parking garages and not in surface parking lots.

Parking Policy 3: Ground floor commercial space should wrap garage structures for portions of the parking garage that abut a primary pedestrian circulation route, including N. 28th Street, or a public plaza.

Parking Policy 4: Encourage new residential and non-residential development to provide no more than the minimum number of parking spaces required by the Zoning code.

Parking Policy 5: Encourage new residential and commercial development to “unbundle” or separate the sale or lease price of parking spaces from the sale or lease price of the residential unit or commercial tenant space.

Parking Policy 6: Encourage the sharing of parking between uses that have different peaks in parking demand within the same development and between developments.

Parking Policy 7: Support the use of car elevators in new development, valet parking, car sharing programs, and other creative techniques to reduce the amount of space dedicated to parking.

Parking Actions

Parking Action 1: When rezoning the Five Wound Urban Village, include reduced parking requirements for residential and commercial uses.

Parking Action 2: Work with BART and VTA on the site design of the BART Station to ensure that the station and parking facilities support the creation of an urban, pedestrian oriented environment and allow for the redevelopment of the surrounding area with the planned mix of uses including the Town Square.

Parking Action 3: After significant new development occurs within the Village, if necessary, work with residents, property owners, and business owners to explore installing short-term parking meters along East Santa Clara Street and N. 28th Street for on-street parking in the Five Wounds Urban Village.

Parking Action 4: With the installation of parking meters in the Five Wounds Urban Village, work with property owners and business owners to explore the establishment of a Parking Improvement District and identify ways to manage and spend parking revenue within the District. Any Parking Improvement District will need to be established in conjunction with the adjacent Roosevelt Park and East Santa Clara Street Urban Villages as East Santa Clara Street traverses all three of these Villages.

TRAILS AND URBAN PLAZAS

Trails and Urban Plazas Goal: Maintain, enhance and expand the opportunities for community recreation and interaction for both existing and future community members of the Five Wounds Urban Village.

The Five Wounds Urban Village and the neighborhood surrounding it are well served by parks and community spaces. The 11 acre Roosevelt Park and the Roosevelt Community Center are located approximately a ½ mile west along East Santa Clara Street from the Five Wounds Urban Village and the East San Jose Carnegie Branch Library is located approximately 0.3 miles west along East Santa Clara Street. Additionally, Watson Park, a 26-acre park, is located just north of the Five Wounds Urban Village across Lower Silver Creek. There is no connection across the Lower Silver Creek; however the park is easily accessed from the Five Wounds Village via an approximately 1 mile route along public streets (e.g. from East Julian Street to North 21st Street to East Empire Street).

Given the close proximity of these public facilities to the Five Wounds Urban Village, a traditional new park of at least one acre may not be necessary. Therefore, this Plan focuses on the development of new publicly-accessible, but privately-owned and maintained plazas that are integrated into new urban development. These urban plazas would not provide the typical range of recreational opportunities found in the City's parks, but instead would be publicly-accessible areas framed by commercial and mixed-use development that provide opportunities for community celebrations and gatherings, informal interaction by neighbors, and events such as farmers' markets.

This Plan also supports the development of the Five Wounds Trail as local and regional transportation and recreation corridors that would serve the Five Wounds community. The Five Wounds Trail bisects the Urban Village, and is an identified future trail in the City's trail program. This trail would provide the Five Wounds community with a direct bicycle and pedestrian connection to Kelley Park and the future Alum Rock and Berryessa BART stations. The alignment of this trail proceeds along the former Western Pacific Rail Road corridor adjacent to 28th Street.

Both privately-funded plazas and the Five Wounds Trail can be opportunities to celebrate community identity and history through artist or artisan-designed elements.

A. URBAN PLAZAS

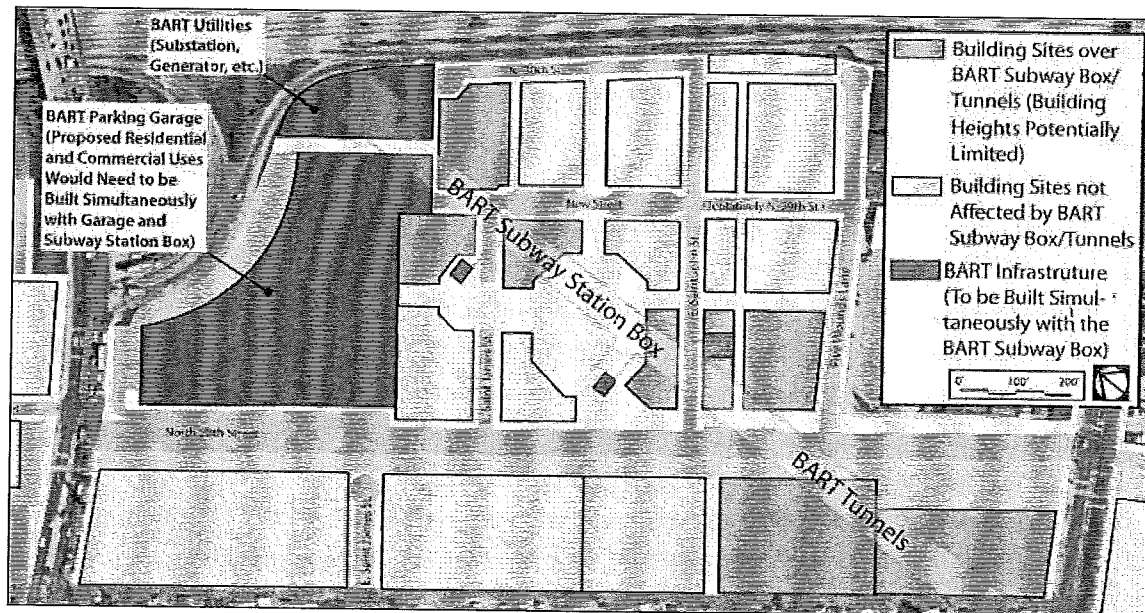
This Urban Village Plan seeks to create a highly urban environment that is attractive and vibrant with a publicly accessible “Town Square” or main plaza, and smaller plazas located throughout the Village that will provide space for community members to interact with each other and space for community activities.

The Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan envisioned a large public plaza or “Town Square” to be located centrally on the San Jose Steel site. This town square would be surrounded on at least three sides by mixed use, transit oriented development and provide space for community events, connections to the BART station portal or portals, a visual and possible direct connection to the Five Wounds Portuguese National Church, and a visual connection to East Santa Clara Street where transit riders may connect to the Bus Rapid Transit (BRT) line. The community’s vision is depicted below in the BART Station Area Concept Plan taken from the CommUniverCity plan. While this Village Plan supports locating publicly-accessible plazas in any location within the Five Wounds Urban Village, the community’s preference is for a “town square” or plaza to be located on North 28th Street in the center of the San Jose Steel site. A “town square” or plaza at this location is central to the Village and could contribute towards the area’s strong, positive, and unique identity.

Opportunities for the development of new urban plazas will occur as properties within the Village redevelop with higher intensity uses. Urban plazas should be designed to provide visually engaging gathering spaces for community members to socialize informally, as well as, space for neighborhood events. These spaces could also be used for commercial activity including outdoor seating for restaurants and cafes, and spaces for food carts and small farmers’ markets. The spaces should be framed by business uses that could potentially expand seasonally onto the plaza and serve as “eyes” on the space to ensure a more secure operation. Larger plazas of 20,000 to 40,000 square feet are desired and would provide the most flexibility in use. Nevertheless, the minimum size of private, but publicly-accessible plazas should be 2,000 square feet, which would provide sufficient space for street furniture, trees and landscaping, public art and small community gatherings or events.

Figure 6

BART Station Area Concept Plan from the CommUniverCity Plan



Outside of Downtown and Santana Row, few urban plazas have been successfully developed in San Jose. Because of capital, operational and maintenance constraints, the City is not likely to finance construction of plazas within the Five Wounds and other Urban Villages. Urban plazas would need to be developed and maintained by private developers. The City and the community will need to work with private developers, as projects are proposed, to facilitate the development of public plazas, including any public art requirement. The City's Parkland Dedication Ordinance (PDO) requires that new residential or mixed-use residential commercial development either dedicate land for public parks, pay a fee in lieu of dedication, construct new park facilities, or provide a combination of these. The total funding obligation is based on the number of residential units built. The PDO ordinance allows residential or residential mixed-use developments to receive up to a 50% credit toward meeting the park funding obligation by providing private, but publicly-accessible plazas. It must be noted that currently plazas or portions of plazas that are counted towards meeting a development's park obligation cannot be used for or include commercial uses.

Urban Plaza Policies

***Urban Plaza Policy 1:** Integrate publicly accessible plazas into new development within the Five Wounds Urban Village.*

Urban Plaza Policy 2: In the development of a large urban plaza at the future Alum Rock BART Station, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

Urban Plaza Policy 3: In the development of a large urban plaza at the future Alum Rock BART Station, incorporate, small landscaped areas within larger hardscape areas, and plant shade trees in locations that do not obscure views into the plaza.

Urban Plaza Action

Urban Plaza Action 1: Explore policy or ordinance changes that would facilitate the development and maintenance of private, public or public/private plazas within Urban Villages and other growth areas throughout the City.

B. FIVE WOUNDS TRAIL

The Five Wounds Trail is an identified future trail in the City's trail program and is located adjacent to North 28th Street along the former Western Pacific Railroad line that bisects the Five Wounds Urban Village. Development of this former railroad line into a multi-use trail is a key community recreation objective of this Plan. It will provide bicycle and pedestrian connections to Kelley Park to the south, the planned Alum Rock BART Station within the Five Wounds Village, the planned Berryessa BART Station at the San Jose Flea Market site north of US Highway 101, the planned Lower Silver Creek Trail, and the expanded Coyote Creek Trail. Completion of the Five Wounds Trail is a priority for the community, and design concepts for the Trail were developed in the BART Station Area Community Concept Plan.

This Plan recommends consideration of a reserve fund where PDO monies collected could be earmarked for the future development of the Five Wounds Trail. Upon evaluation of priority park projects as park impact fees are collected within, or in vicinity of, the Five Wounds Urban Village, the Director of Parks, Recreation and Neighborhood Services could recommend establishment of a Five Wounds Trail reserve within the Parks Trust Fund with the intent to develop the Five Wounds Trail.

It must be noted that the Five Wounds Trail is presently listed as an unfunded second-level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements for the project and the anticipation that it will take many years to complete project.

Trail Policies

Trail Policy 1: Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.

Trail Policy 2: Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which Park Dedication Ordinance (PDO) moneys from development occurring in the Five Wounds Urban Village could be set aside for the development of the Five Wounds Trail.

Trail Policy 3: In the development of the Rail-Trail, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

Trail Policy 4: Prioritize public art as a key element of the design of the Five Wounds Trail.

IMPLEMENTATION

A. IMPLEMENTATION STRATEGIES

The Five Wounds Urban Village Plan is in the second Horizon of the Envision San Jose 2040 General Plan. The Horizons are intended to phase the amount and location of housing development that gets built in the City of San Jose; the Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time. This being said, housing uses are not planned until the City Council allocates growth from growth Horizon II, and not until the Alum Rock BART station becomes fully funded, permitted, and scheduled for commencement of construction.

The Five Wounds Urban Village Plan will largely be implemented as the individual private properties redevelop. The City does not redevelop properties, but the City can and should take proactive steps to encourage development in the Village area. One Key Step will be to rezone the area with a zoning district that is consistent with and will further the goals of this Plan. Properties within the Five Wounds Urban Village are presently designated with six (6) different Zoning Districts, a majority of which are designated with the HI - Heavy Industrial and the LI - Light Industrial Zoning Districts. This Plan does not, however, support the rezoning of industrial or commercial property for residential until such a time that the City Council allocates growth from Horizon II. Once Horizon II growth is allocated, the rezoning of properties in the Five Wounds Urban Village would clear away a major entitlement hurdle for urban, pedestrian-oriented, mixed use type development. In order for most properties to develop consistent with the policies of this Plan, a developer would currently need to rezone a given property to an urban zoning district before proceeding with other development permits.

With the end of the Redevelopment Agency program in California and San Jose, the City does not have the same level of eminent domain authority to proactively assemble private properties for redevelopment. Nevertheless, there are other steps the City can take to facilitate development in addition to rezoning within the corridor. For example, the City can proactively seek potential developers and inform them of development opportunities within the Five Wounds Urban Village. The City can also meet with existing property owners to discuss the potential for redevelopment on their properties and then connect property owners with potential interested developers.

The one major public investment recommend in this Village Plan is the development of the Five Wounds Trail. The development of this trail will require a significant amount of funding. In addition, to the cost of acquiring the right-of way from the Valley Transportation Authority and then building the paved trail, there is the costs of adding amenities and landscaping along the

trail right-of-way, and constructing improvements at the trail's intersection with the roadway network. While the City does have an existing Parks Dedication Ordinance (PDO) that generates funding for new parks facilities from new housing development, and while this Plan recommends that any PDO funds generated from new development within the larger Five Wounds area be dedicated towards trail development, it is anticipated that additional funding will need to be secured to complete the communities vision for the Five Wounds Trail. To fill this anticipated funding gap, this Plan recommends pursuing state and federal grant funds, and identifying potential funding from private foundations.

In addition to these funding sources, this Plan recommends the development of an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund public improvements, such as the Five Wounds Trail. This Strategy would not be developed solely for the Five Wounds Urban Village but would be developed as one strategy for all four of the Five Wounds area Urban Villages: Roosevelt Park, Little Portugal, Five Wounds, and 24th and William Street Villages. In addition to funding the development of the Trail, the Strategy would be used to fund other identified improvements within the Urban Village Plans including public plazas, pedestrian improvements, street trees and streetscape amenities. This Strategy will also need to include mechanisms to fund the on-going maintenance of these improvements, including the maintenance of the Five Wounds Trail.

Because it is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Five Wounds area, this Plan recommends that the Urban Village Implementation Finance Strategy establish funding mechanics that would require new housing development to contribute towards the implementation of the Urban Village Plans and identified improvements above and beyond the City's normal requirements. With an ultimate planned housing capacity of 2,022 units, the four Urban Village Plans within the Five Wounds area could be a significant source of revenue that could contribute to the development and/or enhancement of the Five Wounds Trail and other identified improvements. Potential funding mechanisms that should be explored as part of the development of this strategy include Development Impact Fees, Improvement Districts, Infrastructure Financing Districts, Community Facilities Districts, and Development Agreements. Ultimately the Implementation Finance Strategy could include a combination of these funding mechanisms and not just one.

While new housing is not anticipated in the Five Wounds Urban Village prior to the development of an Implementation Financing Strategy, if new housing development was proposed before completion of this Strategy, the City should obtain an agreement with the developer (i.e. a Development Agreement) that would determine how the proposed development would contribute towards the implementation of the improvements identified in the Five Wounds Urban Village Plan.

Implementation Actions

Implementation Action 1: *Develop an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund the implementation of the 24th and William Street, Little Portugal, Roosevelt Park and Five Wounds Urban Village Plans.*

Implementation Action 2: *If housing development is proposed prior to the establishment of the Urban Village Implementation Finance Strategy, obtain a developer agreement that will determine how a proposed development would contribute towards the implementation of the improvements identified in the Five Wounds Urban Village Plan.*

Implementation Action 3: *The City shall work with the VTA to develop an implementation plan around the development of the Five Wounds BART Station, including possibly hiring a master developer for the station area.*

Implementation Action 4: *Rezone properties within the Five Wounds Urban Village consistent with the goals and policies of this Plan.*

Implementation Action 5: *After the funding and planned construction of the Alum Rock BART Station, actively market the Five Wounds Urban Village to potential developers of urban scale and type commercial and mixed-use development*

EXHIBIT "D"

24th and William Urban Village Plan

Draft Plan - September 2013

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INTRODUCTION

The 24th and William Street Urban Village Plan, together with the Roosevelt Park, Five Wounds, and Little Portugal Urban Village Plans, is the first Urban Village Plan prepared by the City and the community to further the Urban Village strategy of the new Envision San Jose 2040 General Plan. As a City Council approved policy document for the future growth of the 24th and William Street Urban Village, this Plan establishes a framework for the transition of the 24th and William Street Urban Village into a vibrant mixed-use and pedestrian oriented district that supports the surrounding neighborhoods and is integrated with the planned Five Wounds Trail. This Plan includes goals and policies designed to shape both future public and private development.

BACKGROUND AND PLANNING PROCESS

The planning process for the 24th and William Street Urban Village really began with the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Plan that was completed in August of 2002. This SNI Plan outlined the community's vision and land use direction for this Village as well as the other three Urban Villages located within its boundary. While the SNI Plan was accepted by the City Council in 2002 as the community's vision and priorities for the Five Wounds Area, the Plan and its Land Use recommendations for the 24th and William Street Urban Village area were not approved by the City Council and did not become official City Policy.

In 2010 the vision and recommendations for the future of the Five Wounds area, including the 24th and William Street Urban Village, were further developed as part of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan. This Plan was developed by the community and San Jose State University, with support from the City, under the umbrella of CommUniverCity. Completed in September of 2010, this Plan refined the land use, urban design, circulation and parks and open space recommendations for 24th and William Street and the three other Urban Villages in the Five Wounds/Brookwood Terrace area. The recommendations of this Plan were not, however, formally approved as City policy by the City Council.

In 2011, at the conclusion of the Envision San Jose 2040 General Plan Update process, the City's first Urban Village planning processes were initiated in the Five Wounds/Brookwood Terrace area, using the CommUniverCity plan as the starting point. The visions, goals and many of the policy recommendations of the CommUniverCity Plan have been integrated into the 24th and William Street, and the three other Village Plans, as consistent with the strategies of the Envision San Jose 2040 General Plan. Unlike the prior planning processes, these four Plans were then approved the City Council as the City's policy for the future growth of these Urban Villages.

The planning process for the 24th and William Street Urban Village Plan was combined with the Planning process for the Five Wounds, Roosevelt Park and Little Portugal Urban Village Planning processes. The planning process first consisted of two community outreach meetings where staff explained the strategies of the recently adopted Envision San Jose 2040 General Plan and how they would be implemented in the Five Wounds/Brookwood Terrance area. Following this outreach, two additional community workshops were held that each attended by approximately 40 to 50 residents, and property and business owners. At the first workshop, on July 23, 2011, the community

provided comments and direction on a draft land use plan. At the second community workshop, the community reviewed and provided input on the refined land use and urban design plan, as well as the circulation, streetscape, parks and trails, and parking recommendations.

LAND USE

Land Use Goal: Maintain and enhance the 24th and William Street Urban Village as a complete community by further integrating a mix of neighborhood serving commercial uses and employment uses within the Village, while also allowing for the integration of additional housing.

The 24th and William Street Urban Village area has an existing land use fabric that is more common in older more established communities in the United States but is unique for most of San Jose. While the community is largely a single family neighborhood, it also contains a corner market, a grocery store, a bakery, a coin laundry and a number of other neighborhood serving retail uses that are within walking distance for many residents. The area also includes a number of industrial, auto related and small manufacturing and food processing businesses. While these uses at times contribute to the gritty character of the area, they also provide employment opportunities for people within the immediate and surrounding communities.

By containing housing, businesses and neighborhood serving retail, the 24th and William Street Urban Village is in many ways a “complete” community, where people can live, shop and work within a small area. This is one of the key characteristics that define an Urban Village.

The goal of this Plan is to maintain and then expand this mix of land uses to reinforce the 24th and William Street Urban Village as a complete mixed-use community. While light industrial type uses could remain, and expand in identified locations, this Plan does envision a transition to more commercial type uses over time. As part of the planning process, the community was very supportive of encouraging arts related uses within this Village, particularly in the area north of San Antonio Street and bisected by the planned Five Wounds Trail, an area that currently contains a mix of industrial businesses and single family homes. The industrial properties and buildings in the area are of the type that often works well for artists and arts organizations, and the rents are relatively low.

Twenty Fourth Street, and in particular the intersection of 24th and William Streets, is intended to be the primary community hub for both this Village and the adjacent surrounding neighborhoods. The intersection of 24th and William Street presently contains a number of neighborhood serving retail uses. This Plan intends to retain these types of uses while allowing for additional neighborhood serving retail and other small scale commercial or office uses through the intensification of existing commercial

properties or the redevelopment of identified residential and underutilized commercial and industrial properties.

While, the primary land use emphasis of this Urban Village Plan is to maintain the existing level of employment and commercial uses, and then facilitate a 75 percent increase in the square footage of employment uses, this Plan ultimately will support mixed-use residential and commercial development along the 24th Street Corridor between San Antonio Street to just south of William Street. As discussed below, in Section B, new residential uses integrated with employment uses, will be allowed by this Plan when the City Council decides to allocate housing capacity from Growth Horizon III and the Alum Rock BART station is completed. The inclusion of additional residential development and residents would further support existing businesses in the area, as well as new businesses desired along 24th Street, and would contribute to the overall vitality of the area.

New residential development is envisioned in a vertical mixed-use format with apartments or condominiums located above retail stores or offices; however, on larger properties, or where properties are aggregated, residential and commercial uses could be developed side by side in a horizontal mixed-use format. As described under the description of the Urban Village land use designation section below, mixed-use development would need to maintain and potentially expand upon the existing amount of commercial space on a given site.

A. PLANNED GROWTH CAPACITY AND OBJECTIVES

This Plan establishes a commercial/employment square footage objective and residential unit planned capacity for the overall Village as described below.

Employment Growth: The overall objective for the whole Village is to develop an additional 124,500 square feet of non-residential/employment space over the existing amount of commercial and industrial square footage. With 167,000 square feet of existing industrial and commercial space, this objective represents a 75% increase in the amount of employment square footage above existing levels. The Village employment growth objective is based upon the “jobs first” Envision San Jose 2040 General Plan planned capacity of 415 new jobs for the 24th and William Street Urban Village. The non-residential/employment square footage objective was calculated per the methodology outlined in the General Plan by assuming that each job requires, on average, 300 square feet of gross building area, and then multiplying 415 by 300.

Housing Growth: The planned dwelling unit capacity for the Village overall is 217 new housing units, to be developed as part of mixed-use development. This residential unit capacity is the maximum new residential growth planned for the 24th and William Street Urban Village in the Envision San Jose 2040 General Plan. This Plan recognizes that housing can contribute to creating a vibrant Urban Village; however, because the Envision San Jose 2040 General Plan is a jobs-focused Plan, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.

B. PHASING OF RESIDENTIAL DEVELOPMENT

To achieve San Jose's economic and fiscal goals, the San Jose 2040 General Plan meters out planned residential growth into three Growth Horizons. Residential growth is not supported within an Urban Village until residential growth capacity is allocated from a given Horizon. The planned residential growth in the 24th and William Street Urban Village is in Horizon III. Non-residential or employment development is not subject to the Growth Horizons and can occur at any time, consistent with the goals and policies of the General Plan and the applicable Urban Village Plan.

In addition, the General Plan contains policy LU-6.1 which only allows conversion of industrial or mixed industrial commercial areas to non-employment uses (i.e. residential uses) in the 24th and William Street Urban Village, with the completion of the planned Alum Rock BART Station. As a result of both of these policies, there are two different rules regarding when residential can occur within this Village. One set of rules applies to areas presently designated, and shown in Figure 1, as Light Industrial or Combined Industrial/Commercial. The other rule applies to lands designated Neighborhood/Community Commercial. Both of these rules are described in the next section below.

Residential growth on lands designated Residential Neighborhood, Mixed-Use Neighborhood or Mixed-Use Commercial are not subject to the policies related to the phasing of residential development, and can be approved at any time, consistent with the given land use designation of the area, and the goals and policies of the General Plan and this Village Plan.

1. PHASING OF RESIDENTIAL GROWTH ON LAND DESIGNATED LIGHT INDUSTRIAL OR COMBINED INDUSTRIAL/COMMERCIAL

Lands designated on Figure 1 as Light Industrial or Combined Industrial/Commercial are subject to General Plan Policy LU-6.1. As such, residential uses are not supported in these areas until the planned Alum Rock BART station is fully funded, permitted, and scheduled for commencement of construction. Consequently the land use designation of these Light Industrial or Combined Industrial/Commercial areas will not be changed to Urban Village, as shown on Figure 2, or another designation that allows housing, until the BART station is planned for completion. Policy LU-6.1 precludes the allocation of planned residential capacity onto these employment lands though the use of either The Signature Project policy (IP-5.10) or residential unit capacity “pool” policy (IP-2.11) in the General Plan. Section C.2 below discusses these policies in more detail.

2. PHASING OF RESIDENTIAL GROWTH ON LANDS DESIGNATED NEIGHBORHOOD/COMMUNITY COMMERCIAL

The phasing of residential uses on lands designated Neighborhood/Community Commercial is subject to the General Plan’s Growth Horizons. Given that the 24th and William Street Urban Village is in Growth Horizon III, the General Plan does not support residential growth on lands designated Neighborhood/Community Commercial until the City Council decides to allocate residential growth capacity from Horizon III; the City Council can decide to move into a future growth Horizon as part of a major review of the General Plan, if the City is moving towards achievement of its employment and fiscal goals.

The General Plan however contains two implementation policies which gives the City Council some flexibility to approve housing before a residential Growth Horizon is “turned on.” These two policies allow flexibility to allow mixed-use commercial residential development within areas designated Neighborhood/Community Commercial prior to the allocation of residential growth from Horizon III, if this development is consistent with the goals and policies of this Urban Village Plan. The first policy allows mixed-use residential/commercial projects to be approved ahead of a Growth Horizon if a project includes a significant jobs component and meets the other criteria of a Signature Project (for a description of a Signature Project, see General Plan Implementation Policy IP-5.10). The second implementation policy provides a “pool” of 5,000 residential units that the Council can allocate to Signature Projects and/or Urban

Villages that are not within a current Growth Horizon but have a Council approved Village Plan (General Plan Policy IP-2.11).

C. LAND USE DIAGRAM

This plan contains two land use diagrams. The first diagram is the current land use diagram that identifies land uses and intensity of uses that are supported by this Plan, prior to the allocation of Horizon III growth and the completion of the Alum Rock BART station. The second diagram is the land use diagram that is proposed with the allocation of Horizon III growth and the planned completion of the BART Station. Both are described in more detail below.

1. CURRENT LAND USE DIAGRAM

The current land use diagram is shown in Figure 1. This diagram is a largely a continuation of the land use diagram in the Envision San Jose General plan approved by the City Council on November 1, 2011. To further the achievement of the employment growth objective for this Village, this diagram includes opportunities for new commercial and industrial development; however it does not support new residential development integrated into these employment areas. These employment areas are designated on the diagram as Neighborhood Community Commercial, Combined Industrial/Commercial, and Light Industrial. The Mixed-Use Commercial Land Use Designation is also largely an employment designation, but does allow some flexibility to include housing integrated with commercial uses.

2. FUTURE LAND USE DIAGRAM

The Future Land Use Diagram is the planned land use diagram that would be approved by the City Council through a General Plan amendment process once the City Council allocates residential growth from Horizon III and once the Alum Rock BART station is fully funded, permitted, and scheduled for commencement of construction. Because, as described in Section B above, there are different policies that affect the phasing of new residential uses, this Future Land Use Diagram could be approved in stages. The areas designated Neighborhood/Community Commercial could be converted to Urban Village land use designation through a General Plan amendment process when the Council

decides to allocate growth from Horizon III. Per General Plan Policy LU-6.1, the areas currently designated Combined Industrial/Commercial and Light Industrial might be converted later once BART station is planned and scheduled for completion.

While it is not anticipated that BART will be completed before allocation of Horizon III growth, if BART was completed first the Council could amend the general plan to allow residential uses on the Combined Industrial/Commercial and Light Industrial areas prior to Horizon III.

FIGURE 1
24th and William Current Land Use Diagram

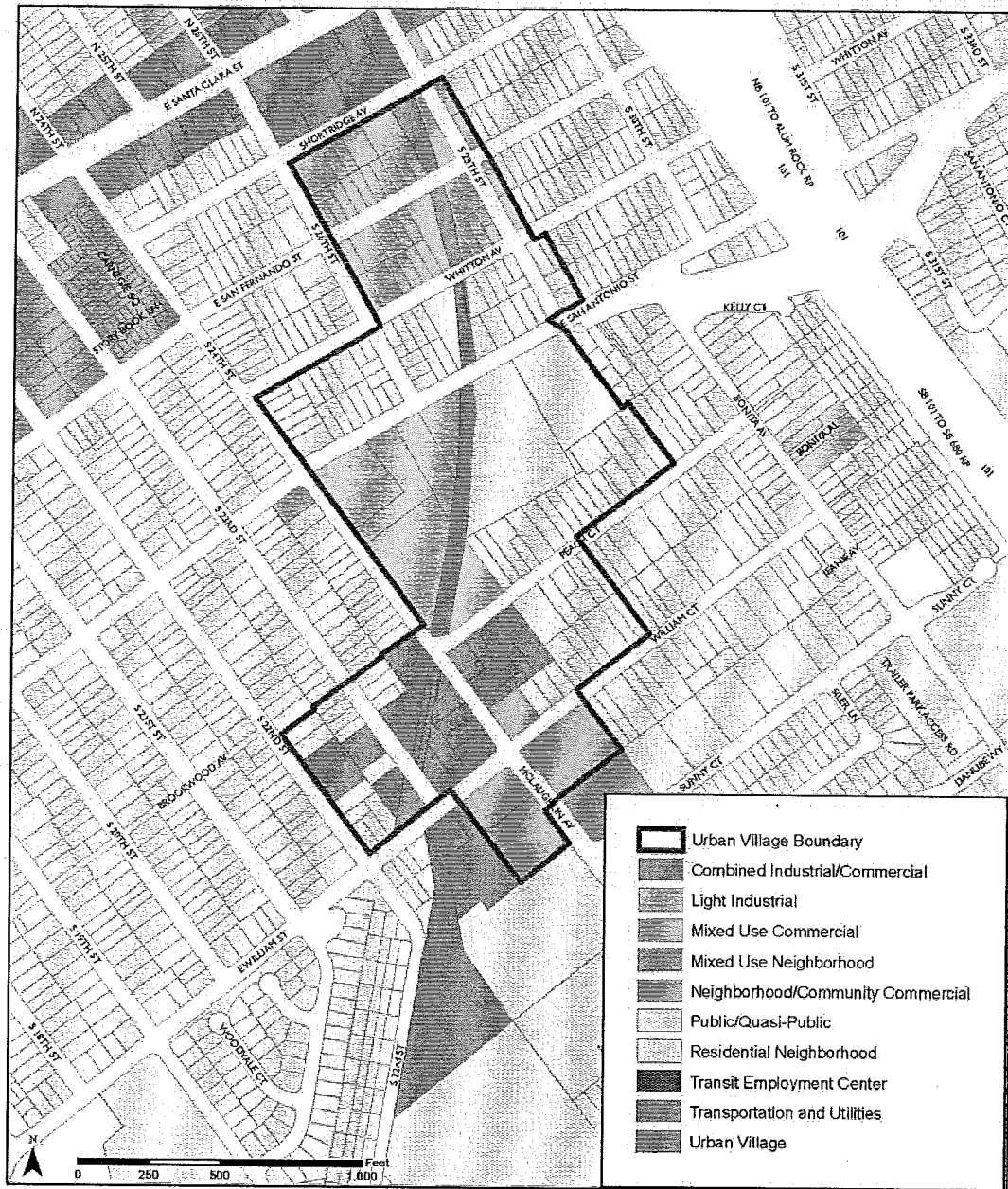
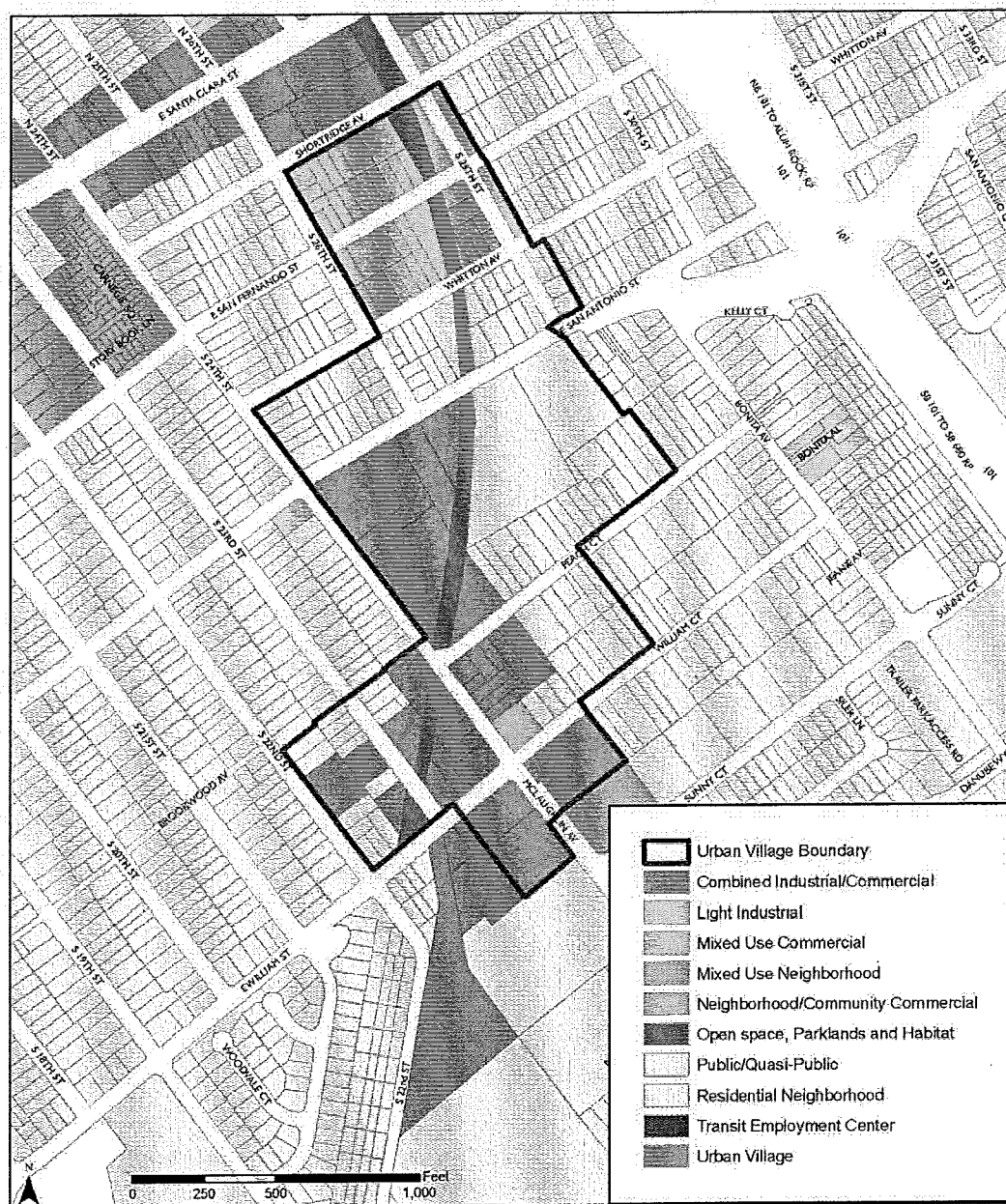


FIGURE 2
24th and William Future Land Use Diagram



D. LAND USE DESIGNATIONS

The Land Use Designations section is divided into two sections. The first only discusses those designations that are included in the Current Land Use Diagram, Figure 1. The second section discusses only those land use designations on the Future Land Use Diagram, Figure 2, which would be added through a General Plan amendment process.

1. CURRENT LAND USE DESIGNATIONS

Below are descriptions of the land use designations that are applied in the current land use diagram, which together create the land use diagram (Figure 1) that is planned to be in place until the City Council allocates growth from Horizon III and until the Alum Rock BART Station is completed.

Mixed-Use Commercial

Density: Up to 35 DU/AC; FAR 0.5 to 1.5 (1 to 3 stories) for mixed-use projects that include residential, with a minimum commercial FAR of 0.5; FAR Up to 1.5 (1 to 3 stories) for stand alone non-residential uses.

The Mixed-Use Commercial designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential activity allowed in a secondary role. Two blocks are designated with this land use designation. These blocks are bounded by Shortridge Avenue, South 28th Street, Whitton Avenue, and South 26th Street, and presently contain a mix of single family homes and industrial uses, with the industrial uses generally clustered around the former railroad right-of-way/planned Five Wounds Trail. The commercial uses that are envisioned and supported by this designation include neighborhood serving retail and small offices. This land use designation also supports arts related uses including artist studios, art education uses, and rehearsal and production uses. Low impact industrial or light manufacturing uses could be appropriate within this land use designation if they are compatible with and do not pose a hazard to surrounding residential uses.

The Mixed-Use Commercial land use designation does support residential uses as part of a mixed-use development, but not as a stand alone use. New development that includes residential should include a minimum commercial FAR of 0.5. The type of residential envisioned for this area includes live work uses. New non-residential uses that do not include residential do not have a minimum FAR.

The area designated Mixed-Use Commercial contains a number of existing single family homes and some duplexes. The intention of this Plan is that these existing residential only uses can remain indefinitely. Requirements for the inclusion of commercial or non-residential uses would only come into effect if and when an existing residential property is redeveloped.

Neighborhood/Community Commercial

Density: Varies

The Neighborhood/Community Commercial (NCC) Land Use Designation supports a broad range of commercial uses such as neighborhood serving retail stores and services, office uses and private community gathering facilities including places of worship. Residential uses are not supported by this Land Use Designation.

The only properties on the current land use diagram that are designated Neighborhood/Community Commercial are located at or adjacent to the northeast, southeast and southwest corner of 24th and William Streets. All, but one of these properties, are ultimately planned to be changed to an Urban Village Land Use designation with Council allocation Growth Horizon III. This one property that is intended to remain Neighborhood/Community Commercial is located on the northeast corner of 24th Street and William Court. This property contains a single family house that is estimated to be over 100 years old. A historic analysis has not been conducted for this property; however a survey of this property could determine that this property is eligible for the City's historic inventory. The goal of this Plan is to preserve this early 20th century single family house, while allowing the structure to be used for neighborhood serving commercial uses or offices uses. Although the NCC designation does not allow the redevelopment of the site to new residential uses, this Plan does support the continued residential use of this structure.

To encourage preservation of the structure on the northeast corner of 24th and William Street, the allowed density on this property is an FAR of up to 0.25 (1 to 2 stories). The allowed density on the other NCC properties, which are located south of William Street, is an FAR up to 2.0 (1 to 4 stories)

Combined Industrial /Commercial

Density: FAR Up to 1.5 (1 to 3 stories)

The Combined Industrial/Commercial (CIC) land use designation allows a significant amount of flexibility for commercial, office or industrial uses or a compatible mix of

these uses. Most of the properties designated CIC contain existing industrial and commercial retail uses.

While this designation supports industrial uses, this Plan only supports industrial uses that are compatible with the surrounding residential neighborhood and to do not detract from the quality of life of surrounding residents either because of noise, air, operational, aesthetic or other impacts. Industrial uses adjacent to the Five Wounds Trail should also not negatively impact the functionally or visual character of the trail.

Light Industrial

Density: FAR Up to 1.5 (1 to 3 stories)

This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of the type of uses supported under this designation. The area designated Light Industrial on the Current Land Use Diagram is generally a triangular area south of San Antonio Street, east of 24th Street, and north of Peach Court. This area is planned to be changed to an Urban Village land use designation after completion of the Alum Rock BART station, allowing for the conversion of this area to commercial type uses, and mixed commercial and residential developments.

Transportation and Utilities

Density: FAR N/A

The former Western Pacific Railroad right-of-way and future planned Five Wounds Trail corridor is designated Transportation and Utilities. While this designation is applied to active or inactive railroad lines and high-voltage power line corridors, it also supports the development of a trail within the 24th and William Street Urban Village, given that the railroad is no longer active. This designation also supports the use of the former railroad of way for staging and other activities needed for the construction of BART.

Residential Neighborhood

*Density: Typically 8 DU/AC (Match existing Neighborhood Character);
FAR up to 0.7 (1 to 2.5 stories)*

A significant portion of the 24th and William Street Urban Village is designated Residential Neighborhood. These largely single family areas were included as part of the plan for contextual purposes and it is not the intent of this Plan to intensify or change the existing and predominately single family character of these areas. The residential density that would be supported under this designation is generally 8 dwelling units to

the acre. In areas where there are higher prevailing densities (i.e. more than 50% of the development on both sides of a given block is greater than 8 dwelling units to the acre), higher residential densities could be allowed. For more information on the type and intensity of uses supported under the Residential Neighborhood land use designation refer to Chapter 5 of the General Plan.

2. LAND USE DESIGNATIONS ADDED TO THE FUTURE LAND USE DIAGRAM

Below is a description of the Urban Village Land Use Designation which will be applied with the City Council allocation of Growth from Horizon III and completion of the Alum Rock BART Station. To identify where this designation is planned to be applied refer to Figure 2.

Urban Village

Density: Up to 95 DU/AC; FAR 0.3 to 2.5 (1 to 4 stories) for mixed-use projects that include residential, with a minimum commercial FAR of 0.3; FAR Up to 2.5 (1 to 4 stories) for stand alone non-residential uses.

The properties in the Future Land Use Diagram planned to be designated Urban Village are generally located along 24th Street south of San Antonio road, with a cluster at the intersection of William and 24th Streets. The Urban Village Designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. As applied in the 24th and William Street Urban Village, the Urban Village designation will support residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where the aggregation of properties creates a larger site, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one development. To meet the commercial/employment lands objective for this Village, mixed-use projects must include a minimum FAR of 0.3 for commercial uses. Stand alone residential projects that do not include a commercial component are not supported by the Urban Village land use designation in this Plan.

Open Space, Parkland and Habitat

Density: N/A

This designation allows a broad range of recreation or open space uses, including parks and trail uses. This designation is planned to be applied to the planned Five Wounds Trail corridor after completion of the BART system through the Five Wounds area.

E. LAND USE POLICIES

Land Use Policy 1: Create a mixed-use Urban Village that is pedestrian focused, provides employment, housing and shopping opportunities, and enhances the quality of life for residents in surrounding communities.

Land Use Policy 2: The development of ground floor neighborhood serving retail along 24th Street and along William Street at its intersection with 24th Street, is encouraged on properties with an Urban Village land use designation.

Land Use Policy 3: Stand alone residential projects are not supported in areas with an Urban Village land use designation and residential projects should include commercial uses at an FAR of 0.3 or greater.

Land Use Policy 4: Industrial uses that could have health impacts on the surrounding residential neighborhood or would have significant operational or negative visual impacts should not be allowed.

Land Use Policy 5: Preservation of the approximately 100 year old home at the northeast corner of 24th and William Street is encouraged. Exterior modifications or use of materials that detract from the historic or architectural integrity of the structure are discouraged. To further its preservation, this structure could continue to be used as single family home, or could be converted to live work, small office, or neighborhood serving retail business

Land Use Policy 6: Drive-through uses should not be permitted within the Five Wounds Urban Village

URBAN DESIGN

Urban Design Goal: Create an attractive Urban Village that contributes to the economic vitality of the Five Wounds/Brookwood Terrace community, creates a vibrant pedestrian environment and contributes towards a strong and positive community identity through the high quality and thoughtful design of buildings and public spaces.

The quality of urban design, from the architecture and design of new buildings and materials used, to the massing and placement of the buildings in relationship to the street, each other, and the surrounding neighborhood, will play a critical role in creating a great place. If successful, high quality design in the 24th and William Street Urban Village will contribute to the positive identity of the area and set it apart from other areas of the City as place to live, shop and work.

This Plan provides urban design policies intended to achieve the Urban Design Goal, and to guide the growth of this Village with development that is of high quality and lasting design, is pedestrian oriented, and is relatively urban in scale, with building along key properties along 24th Street envisioned to be between three and four stories.

A. BUILDING HEIGHT

The surrounding community has expressed support for the redevelopment of the existing, predominately single story commercial and industrial buildings along 24th and Williams Streets with multi-story commercial or mixed-use development. However, the surrounding neighborhood is largely composed of one story single family homes, and, as the area redevelops, it will be critical to ensure that new development is compatible and in scale and height. To ensure neighborhood compatibility, this Plan establishes the height limit for new commercial and high density mixed-use development. Height limits for the Current Land Use Diagram are shown in Figure 3. Height limits for the Horizon III and completed BART station land use diagram are shown in Figure 4. The height limits established in the Plan are lower than the illustrative height ranges established in the Envision San Jose 2040 General Plan for the Urban Village and Combined Industrial/Commercial Land Use Designations

Building Height Policies

Building Height Policy 1: Accommodate relatively higher density and intensity development in multi-story buildings in locations that are compatible with the surrounding neighborhoods.

Building Height Policy 2: The height of new development within the 24th and William Street Urban Village should not exceed the height limits shown in Figure 3, prior to allocation of growth from Horizon III and the planned completion of BART, and Figure 4, after allocation from Horizon III and the scheduled completion of BART.

FIGURE 3
24th and William Height Limits Pre-BART Completion

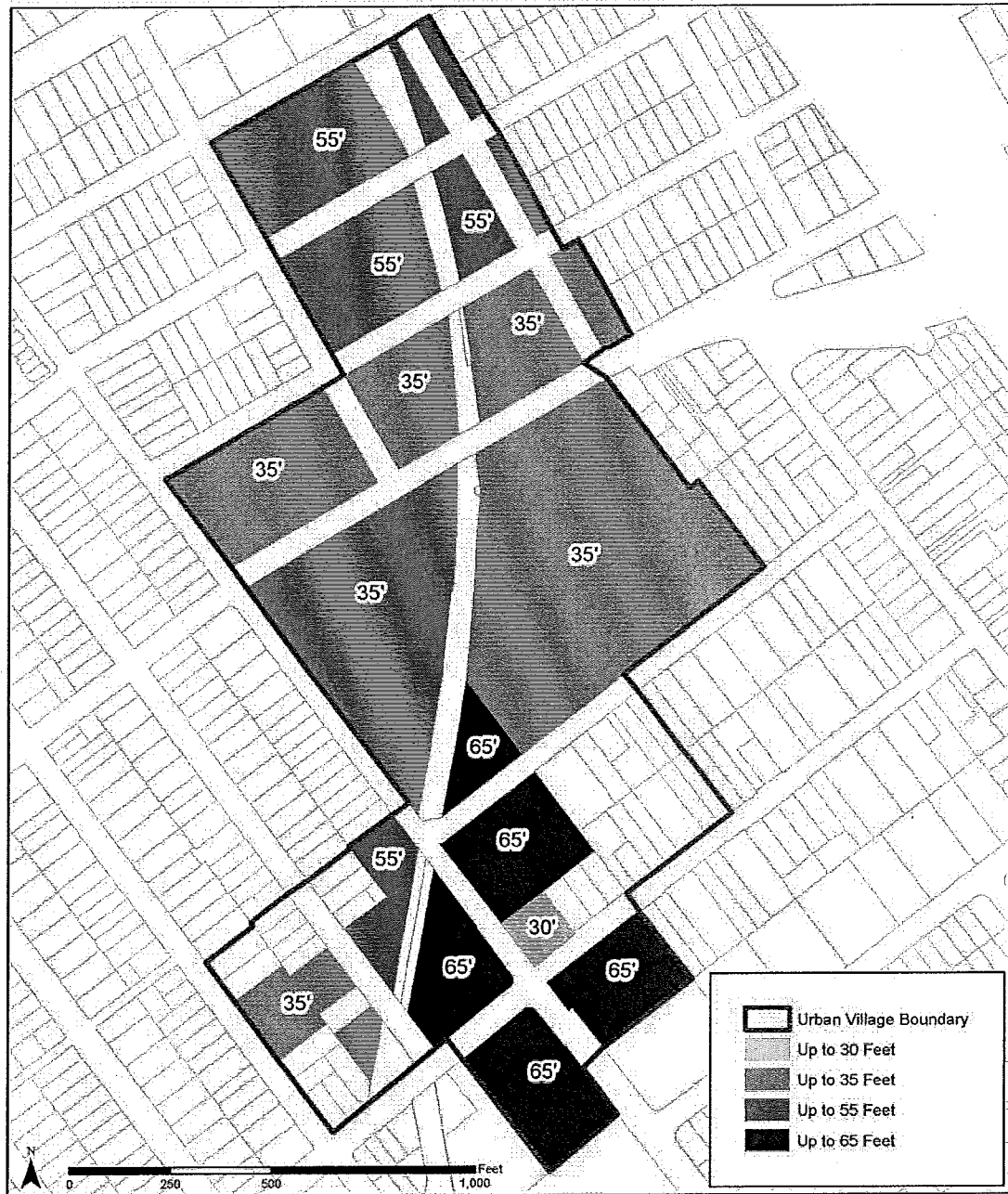


FIGURE 4
24th and William Height Limits Post-BART Completion



B. Architectural Elements

The architecture of buildings, when thoughtfully designed, can contribute positively towards the identity of a district. This plan intends that new buildings are of high quality design that contributes to the positive sense of place and contributes to its economic and social vitality of the community. While the policies below provide a great degree of flexibility, the Community expressed a strong preference for buildings built in a style that reflect the ethnic as well as architectural heritage of the area. The ethnic heritages of the area include the Portuguese and Mexican cultures. The architectural heritage includes styles that reflect these two cultures, as well as the Spanish Revival, Victorian, and Arts and Craft architectural styles.

Architectural Elements Policies

Architectural Elements Policy 1: The design of new development in the 24th and William Street Urban Village should contribute to the positive image and vitality of the area.

Architectural Elements Policy 2: New development within the 24th and William Street Village is encouraged to be built in architectural styles that reflect the ethnic and architectural heritage of the area.

Architectural Elements Policy 3: To create a visually rich and interesting built environment, the articulation of building façades and variations in building planes and roof lines are encouraged in new development. New buildings should avoid the appearance of monolithic projects.

Architectural Elements Policy 4: New commercial or mixed-use development should include decorative elements on building facades and entryways. The integration of unique, artisan and artist-designed elements into the façade or public spaces is encouraged.

Architectural Elements Policy 5: New commercial and mixed-use development should use high quality and durable building materials on the façades of buildings.

C. STREET FRONTAGE

For a pedestrian the most important element of a building is the design of the ground floor. This plan establishes the following policies to guide the sidewalk level design of new buildings along 24th Street/McLaughlin Avenue, William Street, San Antonio Street

and Peach Court to ensure that this development contributes to a comfortable and visually engaging walking experience.

Street Frontage Policies

Street Frontage Policy 1: At least 70% of the frontage of buildings containing ground floor commercial uses should be devoted to windows and entrance areas.

Street Frontage Policy 2: Large blank walls along public sidewalks and the Five Wounds Trail are discouraged. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften a walls visual impact.

Street Frontage Policy 3: High visibility between the sidewalk and the interior of retail shops is encouraged through the abundant use of transparent openings in building facades.

Street Frontage Policy 4: The installation of awnings and canopies is encouraged in retail areas to create shelter and shade. Bulky awnings that obscure views of building facades are discouraged.

Street Frontage Policy 5: The use of tinted and overly reflective windows on first floor storefronts is discouraged.

Street Frontage Policy 6: Ground floor commercial space should have their primary building entry adjacent to and fronting the adjacent public sidewalk.

Street Frontage Policy 7: New residential uses adjacent to public sidewalks should be designed with a strong street orientation, integrating design elements that contribute to the pedestrian environment.

D. TRAIL FRONTAGE

The development of the Five Wounds Trail is a top priority for the community. The success of this trail as a public space, where trail users and the surrounding community feel safe and make frequent use of the trail, will not only be affected by the design of the trail right-of-way, but will also be affected by the design of surrounding development and how this development addresses the trail. New development that has windows and entries on to the trail will help create “eyes on the trail” that discourages criminal or nuisance activity. In contrast, development that walls or closes itself off from

the trail could create a corridor that feels unsafe and, due to the lack of visibility onto the trail, could encourage nuisance and criminal activity. While this Plan does not require new development to be fully integrated with the trail corridor, without physical restrictions on public access to adjacent private property, this Plan does include policies to ensure that new development is visually open and connected to the trail.

Trail Frontage Policies

Trail Frontage Policy 1: New development adjacent to the trail should contribute to an inviting, attractive and safe environment for trail users.

Trail Frontage Policy 1: New development should have windows that face or “look on to” the trail.

Trail Frontage Policy 2: Residential or mixed-use development adjacent to the trail should provide at least one or more direct entrances to the trail for residents of the development. Townhome developments are encouraged to have stoops and individual entries directly facing the trail.

Trail Frontage Policy 3: Large blank walls or solid fences along the Five Wounds Trail are discouraged. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften a walls visual impact.

E. SETBACKS AND BUILDING PLACEMENT

In addition to the design of building’s facade, the placement of a building on a property can also significantly contribute towards, or detract from the pedestrian environment. Building that are set back from the sidewalk, with parking in front, are designed primarily for the automobile and do not contribute to a comfortable and inviting walking experience. In contrast, building that are located adjacent to the sidewalk are more intimate and pedestrian scale.

Setback Policy 1: To establish a consistent street edge that is pedestrian oriented, new buildings along 24th Street/McLaughlin Avenue, and William and San Antonio Streets should be built up to and adjacent to the sidewalk, with no or minimal front and side street setbacks for the majority of the front or side street building façade.

Setback Policy 2: Parking lots should be located behind or under buildings, and surface parking should not be located between the sidewalk and the front façade of buildings.

Setback Policy 3: Parking located at the side of a building and adjacent to 24th Street/McLaughlin Avenue and San Antonio Street should not occupy more than 30 percent of a given property's street frontage and, for corner properties, should not be located adjacent to an intersection.

PUBLIC ART

Public Art Goal: *Create an attractive and culturally rich environment that helps to establish a unique identity for the Five Wounds Trail and the 24th and William Street Urban Village by integrating public art and artist designed elements into both the trail and new development.*

Public art integrated throughout the 24th and William Street Urban Village is key to reinforcing the visual identity of the area, celebrating its diverse cultural history, and providing significant added value to both public infrastructure and private development. Public art could occur as stand alone art pieces; however public art in the 24th and William Street Urban Village is envisioned to be integrated into the streetscape, buildings and the Five Wounds Trail, and to play a functional and not just aesthetic role. Examples of functional public art include street furniture, street or building lighting, paving treatments, bicycle racks, tree guards and grates, information signs, and gateway elements such as columns and landscaping. While this Plan does not intend to limit the development of public art pieces to local artists, it does encourage the consideration of local artists in the selection process and encourages the development and retention of local talent.

An existing funding mechanism that could fund public art projects is the Percent for Art Fund. This fund, which only applies to public projects on City property, allocates one percent of the total cost of a capital project towards the design, fabrication and installation of public artworks to enhance the projects design and add to the character of the community served by the capital improvement. The Percent for Art funds within the City of San Jose are managed by the Public Art Program/Office of Cultural Affairs in collaboration with the stakeholders and capital project managers. Public projects that are developed by outside agencies could also contribute to public art; however a public arts contribution would have to be negotiated on a case by case basis.

A potential funding sources for public art that should be explored is the establishment of a percentage for art program from new private development projects. The percent for art for private development would be calculated based on estimated building valuation calculated at the time of permit issuance. Such a funding tool could potentially be applied citywide, could be applied to the four Five Wounds Urban Villages or could be applied to all Urban Villages and other growth areas. Regardless of how widely such a funding tool would apply, the funds collected in a given area would need to be spent within that area.

In addition to requirements for City or private contributions towards public art, developers can be encouraged, as part of the entitlement process, to integrate unique and/or artist designed building and site elements into their project.

Public Art Policies and Actions

Public Art Policy 1: Continue to collect the one percent for art from public projects on City property and allocate money collected within or in the vicinity of the 24th and William Street Urban Village to public arts projects within this Village.

Public Art Policy 2: Integrate public art and artist designed streetscape elements, such as street furniture, bicycle racks, tree wells, pavement treatments etc., into the Five Wounds Trail right-of-way.

Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc.

Public Art Policy 4: Prioritize public art as a key element of the Five Wounds Trail.

Public Art Action 1: Explore the establishment of a public art fee on new private development in the 24th and William Street Urban Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San Jose 2040 General Plan.

Public Art Action 2: Integrate public art enhancement funding in all grant dollars solicited for trail development.

STREET AND PEDESTRIAN CIRCULATION SYSTEM

Street and Pedestrian Circulation Goal: Create a safe, convenient, and inviting pedestrian circulation system that provides direct and convenient access within the Urban Village and between the Village and the surrounding neighborhoods.

A key goal of the Envision San Jose 2040 General Plan, and therefore a key goal of this Village Plan, is create an urban fabric where walking is a viable way to get from one place to another and the built environment is shifted away from primarily accommodating the automobile and towards one that also accommodates the pedestrian. This Plan seeks to create an Urban Village where people are encouraged and feel comfortable walking, and where surrounding community members are encouraged to walk from their homes to the Village. This section focuses on public right-of-way improvements, and in a few locations, roadway modifications that will improve walking environment. In particular, this plan makes recommendations for improvements to the intersections of the trail and roadway to improve access and convenience for future trail users.

A. SIDEWALKS

The existing sidewalks along the majority of 24th Street, William Street, San Antonio Street and the surrounding neighborhood streets are narrow, with typical widths between four and four and half feet. The widths of these sidewalks are not wide enough for two people to walk side by side. In addition these narrow sidewalks do not meet the City's minimum sidewalk standard of 6 feet for residential neighborhoods. Unfortunately, it is not feasible to widen these sidewalks along most streets within this Urban Village; doing so would require expanding sidewalks on to the front yards of people's existing homes and businesses.

There are, however, opportunities to expand the width of sidewalks adjacent to the larger properties as they redevelop. New development along San Antonio and William Streets, streets with higher pedestrian volumes and with significant redevelopment opportunities, should provide a minimum public sidewalk width of at least 6 feet with a 4 foot planter and tree well strip. Along 24th Street and McLaughlin Avenue new commercial development or the commercial portion of a mixed-use development should provide a 10 foot wide sidewalk with an additional 5 feet for tree wells. To provide for the additional width for either a 10 foot or 15 foot wide combined sidewalk and planting/tree well strip, new development may need to be setback from the

property line. The setback areas on private property would then need to be paved to match the sidewalk in the public right-of-way to give the appearance of a single wide sidewalk.

Sidewalk Policies

Sidewalk Policy 1: As properties redevelop with higher intensity and/or density development along William and San Antonio Streets and Peach and William Court, establish minimum 6 foot sidewalks with 4 foot planter or tree well strips.

Sidewalk Policy 2: Establish minimum 10 foot wide sidewalks with a 5 foot tree well strip along 24th Street/McLaughlin Avenue as properties redevelop with commercial development or with mixed-use development.

B. STREET TREES

Street trees provide many benefits to a corridor. Street trees can make an area more attractive, contributing towards the positive identity of a corridor, thereby encouraging private investment, increasing customers to businesses and potentially increasing property values. Street trees create inviting pedestrian areas that encourage walking by providing shade from the sun and by providing a physical and visual barrier between pedestrians and the street. In addition street trees can increase pedestrian safety and reduce traffic noise by causing motorists to perceive a narrower street and slow down. Trees, and large canopy trees in particular, can also reduce building energy costs by providing shade which naturally reduces the need for air conditioning. Trees also improve air quality by filtering pollution from the air.

The installation of street trees and other streetscape improvements along 24th Street/McLaughlin Avenue has been a top priority for the community. As a result of the community and the City's collaborative Strong Neighborhood Initiative efforts many street trees were planted and other improvements installed, such as pedestrian scale antique street lights. There remains, however, gaps in the street trees along this corridor, either because planted trees died or were not planted in the first place. The focus of the Plan is to fill in these gaps that do not have street trees and to maintain the existing trees.

William and San Antonio Streets, both of which are the primary east-west pedestrian routes to this Village, also have a significant number of street trees, many of which were planted in the last 10 years. Like with 24th Street/McLaughlin Avenue, however, the

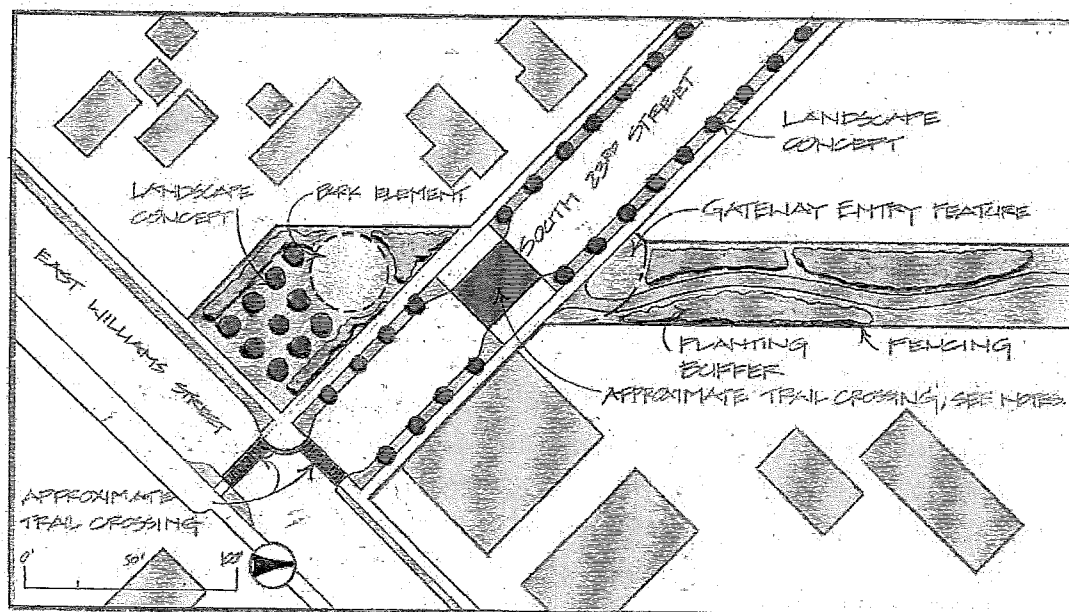
existing street tree canopy should to be maintained and the existing gaps in this canopy filled.

Street Tree Policy

Street Tree Policy 1: Establish a consistent rows of street trees, by maintaining, and expanding the existing street tree canopy throughout the Urban Village, prioritizing the maintenance of existing and the planting of new infill trees on 24th Street//McLaughlin Avenue, San Antonio Street and William Street.

C. ROADWAY/TRAIL INTERSECTIONS

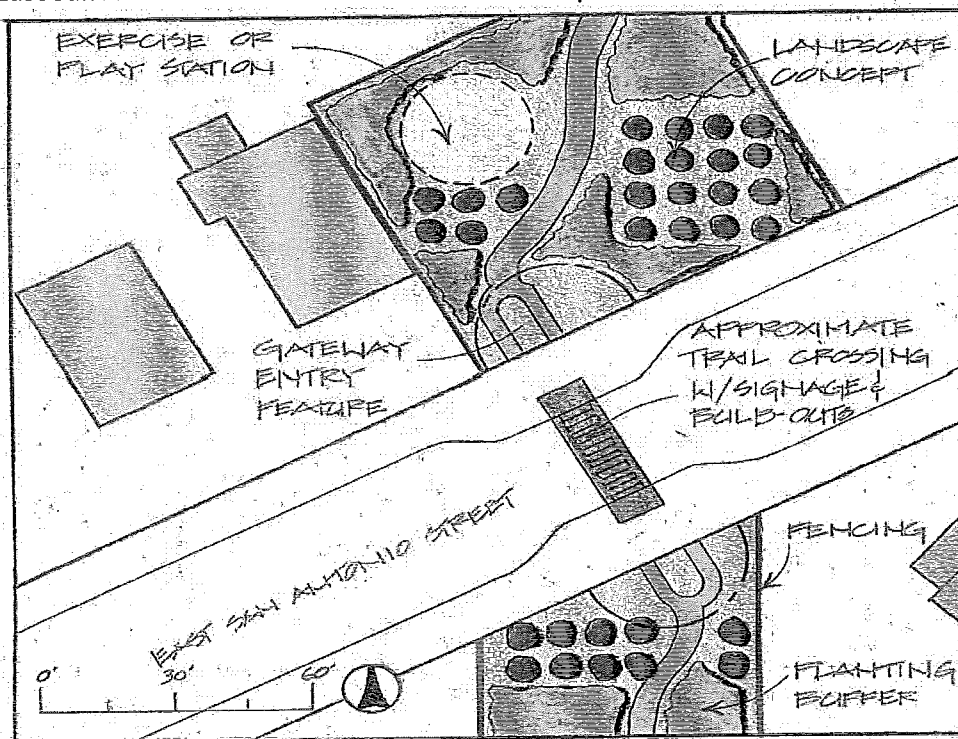
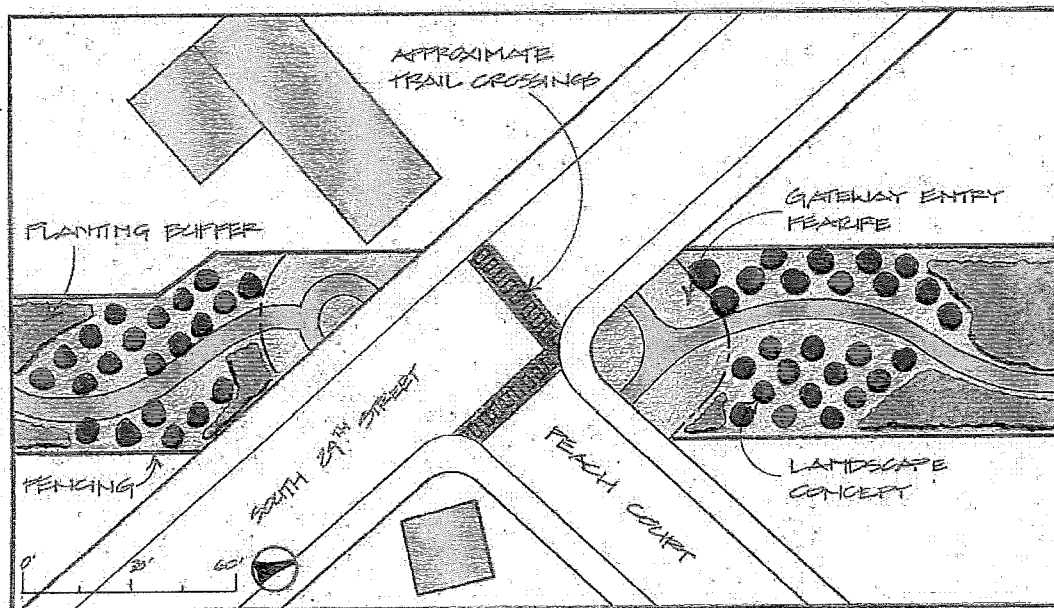
This plan recommends a number of roadway improvements to improve the connectivity of the planned Five Wounds Trail, making it safe and more convenient for trail users to cross intersecting streets. The first location of recommend trail connectivity and access improvements is at the T-intersection of Peach Court and 24th Street. The abandoned rail line crosses through this intersection at a diagonal creating an awkward interface and potentially making the intersection a barrier for trail users. To facilitate bicycle and pedestrian travel through this intersection this Plan recommends exploring the installing of a traffic light that could be activated by both pedestrians and bicyclists. If pedestrian and trail volumes warrant it, a pedestrian “scramble” traffic light should be installed. Such a scramble signal would halt all motor vehicle traffic and allow pedestrians to cross in any direction, and could allow bicycles on the trail to cross 24th Street. To slow traffic and to shorten crossing distances, curb extensions and bulb outs should also be installed. The trail crossing at this intersection should then receive a special and distinct paving treatment making motorists more aware of the trail crossing. Other pedestrian circulation improvements that should be considered include enhanced crosswalks for pedestrians on the other legs of the intersection, as well as center roadway medians adjacent to the intersection. Figure 5 illustrates all of these recommended improvements

Figure 5South 24th Street/Peach Court Trail Intersection Concept

To facilitate north south trail travel across San Antonio Street, this Plan also recommends improvements at San Antonio Street, and 23rd and William Street's intersection with the planned Five Wounds Trail. At these intersections, the San Antonio, 23rd and William Street trail crossing could be narrowed by extending the curbs into the street to create "trail head bulb-out." The trail street crossing could also be paved with a distinctive paving treatment. In addition, raising the pavement of the trail crossing relative to the roadway could also help improve the visibility of the trail to motorist and slow down traffic, much like a speed hump. Conceptual plans of these intersections are shown on Figures 6 and 7.

Figure 6

East San Antonio Street Trail Intersection Concept

**Figure 7**South 23rd St. Trail Intersection Concept

While the trail's intersections with William and 23rd Streets, 24th Street and Peach Court, and San Antonio Street are the locations needing the most attention, improvements should also be considered at the trail's intersection with more minor neighborhoods streets; these streets include Shortridge Avenue, East San Fernando Street, and Whitton Avenue. The improvement that could best make the trail feel more continuous or less broken into short segments by cross streets, include the installation of the a raised trail crossing across these streets that includes a distinct pavement treatment, consistent with the pavement treatments applied at the other trail and roadway intersections.

All of the recommend trail and roadway intersection improvements are intended to be developed in conjunction with the development of the Five Wounds Trail. In addition to capital or construction money, funding will need to be identified to maintain any enhanced pavement treatments, given that the City does not currently have a dedicated funding source for maintaining such non-standard facilities.

Roadway/Trail Intersection Policy

Roadway/Trail Intersection Policy 1: Modify and improve identified roadway segments and intersections that intersect the Trail to provide a safe and convenient experience for trail users.

Roadway/Trail Intersection Actions

Roadway/Trail Intersection Action 1: Pursue a realignment off 23rd Street and a reconfiguration of the intersection of 23rd and William Streets westward to provide an improved trail connection across William Street and to provide an opportunity for a pocket park at this intersection..

Roadway/Trail Intersection Action 2: As a means to provide a safe and convenient trail crossing across South 24th Street, install a traffic signal and pedestrian enhancements at the intersection of Peach Court and South 24th Street. Pedestrian enhancements to be considered should include enhanced crosswalks and trial crossing,, bulb-outs, medians and a pedestrian scramble traffic signal.

Roadway/Trail Intersection Action 3: Develop an enhanced trail crossing at the intersection of the Five Wounds Trail and San Antonio Street. Enhancements to be considered should include curb/sidewalk extensions to narrow the street and pedestrian crossing distances, and a trail crossing across San Antonio Street that is raised and includes a distinctive paving treatment.

Roadway/Trail Intersection Action 4: *Develop enhanced trail crossings at the Trail's intersection with Shortridge Avenue, East San Fernando Street, and Whitton Avenue. Enhancements to be considered should include the installation of a raised trail crossing with a distinctive paving treatment.*

PARKING

Parking Goal: *Minimize the space demands of parking through the efficient design, provision and management of off-street parking in new development.*

Accommodating automobiles through the provision of parking spaces consumes a significant amount of land, land that could be used for new development, landscaping and open spaces, and pedestrian circulation areas. For example, a typical modern suburban development in San Jose often has more than three as much land dedicated for surface parking than is occupied by the commercial building the parking is intended to serve. The space demands from parking can, if not effectively managed and designed, detract from the goal of creating a walkable and vibrant Urban Village. Requiring suburban amounts of parking would also make it infeasible to redevelop many of the properties in the 24th and William Street Urban Village with more urban and pedestrian oriented development. These properties are small, and, even if they are combined with adjacent properties, accommodate both significant new development and suburban levels of parking to serve this development would be impossible. The parking policies included in this Plan are intended to reduce the amount of land dedicated to the parking of motor vehicles and thereby increasing the amount of land available for other more active uses.

Parking Policies and Action

Parking Policy 1: *Encourage new residential and non residential development to provide no more than or close to the minimum parking spaces required by the zoning code.*

Parking Policy 2: *Encourage new residential and commercial office development to unbundle or separate the sale or lease price for parking spaces from the sale or lease price of the residential unit or commercial tenant spaces.*

Parking Policy 3: *Encourage the sharing of parking between uses that have different peaks in parking demand within the same development and between developments.*

Parking Policy 4: *As part of the entitlement process, ensure that new development provide off-street bicycle parking spaces as required by the City's zoning code.*

Parking Action 1: *Continue to explore the reduction of off-street parking requirements for the 24th and William Street Village and other Urban Villages in San Jose.*

FIVE WOUNDS TRAIL

Trail Goal: Establish the former Western Pacific Railroad right-of-way through the 24th and William Street Urban Village and the Five Wounds/Brookwood Terrace Community as a multi-purpose Trail that provides both recreational opportunities and improved bicycle and pedestrian access to the planned Alum Rock and Berryessa BART stations and, with a connection to the Coyote Creek trail, to destinations south of Interstate 280.

The former Western Pacific Railroad's San Jose spur line bisects the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative Area and the 24th and William Street Urban Village, providing potential bicycle and pedestrian connections from Five Wounds/Brookwood Terrace community to the planned Berryessa BART Station north of US Highway 101, the planned Alum Rock BART station and Kelley Park in the south. In addition, the trail will provide connections to the planned Lower Silver Creek Trail, the planned Three Creeks Trail (also on the former Western Pacific right-of-way) and an expanded Coyote Creek Trail. This interconnected trail system would be a component of the City's planned 100-mile trail network and serve recreational and commute needs.

Completion of the Five Wounds Trail is a priority for the community, and design concepts for the Trail were developed in the BART Station Area Community Concept Plan. This Concept Plan provides a detailed understanding of the community's vision for Trail. This Plan incorporates many of the general recommendations for improvement to planned trail and street intersections; improvements to these intersections are discussed above in Street and Pedestrian Circulation System section. This Plan also addresses the interface of new development with the trail; this interface is discussed above in the Urban Design Section.

The Concept Plan recommends two "special use" areas along the portion of the trail that is within the 24th and William Street Urban Village. The first special use area is located at the intersection of the Trail and San Antonio Street and the second area is at the trails intersection with William Street; these special use areas are shown in Figure 6 and 7, respectively. These areas could be developed as small pocket parks, open spaces with exercise equipment or as gateways to the trail depending on the location and identified needs of the community. Creating these areas will require the need for the acquisition of additional property beyond the railroad right-of-way.

This Plan recommends considering the establishment of reserve fund where PDO moneys collected from new residential development within the Five Wounds/Brookwood Terrace community, which includes the Roosevelt, Little Portugal, Five Wounds and 24th and William Street Urban Village, be earmarked for the future development of the Five Wounds Trail. Upon evaluation of planned priority park projects that serve or benefit this Five Wounds Brookwood Terrace community, the Director of Parks Recreation and Neighborhood Services may recommend the establishment of a Five Wounds Trail reserve within the Parks Trust Fund with the intent to develop of the Five Wounds Trail.

It must be noted that the Five Wounds Trail is presently listed as an unfunded second level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements of the project and it therefore anticipated that it will take a number of years to complete project.

Rail Trail Policies and Actions

Trail Policy 1: Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which PDO moneys from development occurring in the 24th and William Village and the larger Five Wounds Brookwood Terrace community could be set aside for the development of the Five Wounds Trail.

Trail Policy 2: In the development of the Trail, consider and incorporate, where feasible an appropriate, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan

Trail Policy 3: Explore the development of special use areas along the trail, and if feasible, work with the community on the design and programming of these spaces.

Trail Policy 4: Work with neighborhood residents and surrounding property and business owners to develop a design for the Five Wounds Trail that meets the community's needs.

Trail Action 1: Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.

Trail Action 2: Work with Santa Clara County to pursue state and federal grants to fund the development of the Five Wound Trail, and identify other potential funding sources such as private foundations.

IMPLEMENTATION

The 24th and William Street Urban Village Plan will largely be implemented as the individual private properties within the Village redevelop. The City does not itself redevelop properties, but the City can and should take proactive steps to encourage new development and investment in the Village. This being said housing uses are not planned until the City Council allocated growth from growth Horizon III and, when housing would result in the conversion of industrial lands, until the Alum Rock BART station is completed.

The one major public investment recommend in this Village Plan is the development of the Five Wounds Trail. The development of this trail will require a significant amount of funding. In addition, to the cost of acquiring the right-of way from the Valley Transportation Authority and then building the paved trail, there is the costs of adding amenities and landscaping along the trail right-of-way, and constructing improvements at the trail's intersection with the roadway network. While the City does have an existing Parks Dedication Ordinance (PDO) that generates funding for new parks facilities from new housing development, and while this Plan recommends that any PDO funds generated from new development within the larger Five Wounds area be dedicated towards trail development, it is anticipated that additional funding will need to be secured to complete the communities vision for the Five Wounds Trail. To fill this anticipated funding gap, this plan recommends pursuing state and federal grant funds, and identifying potential funding from private foundations.

In addition to these funding sources, this Plan recommends the development of an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund public improvements, such as the Five Wounds Trail. This Strategy would not be developed solely for the 24th and William Street Urban Village but would be developed as one strategy for all four of the Five Wounds area Urban Villages: Roosevelt, Little Portugal, Five Wounds and 24th and William Street Villages. In addition to funding the development of the Trail, the Strategy would be used to fund other identified improvements within the Urban Village Plans including public plazas, pedestrian improvements, street trees and streetscape amenities. This Strategy will also need to include mechanisms to fund the on-going maintenance of these improvements, including the maintenance of the Five Wounds Trail.

Because it is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Five Wounds area, this Plan recommends that the Urban Village Implementation Finance Strategy establish funding mechanics that would require new housing development to contribute towards the implementation of the Urban Village Plans and identified improvements above and beyond the City's normal requirements. With an ultimate planned housing capacity of 2,022 units, the four Urban Village Plans within the Five Wounds area could be a significant source of revenue that could contribute to the development and/or enhancement of the Five Wounds Trail and other identified improvements. Potential funding mechanisms that should be explored as part of the development of this strategy include Development Impact Fees, Improvement Districts, Infrastructure Financing Districts, Community Facilities Districts, and Development Agreements. Ultimately the Implementation Finance Strategy could include a combination of these funding mechanisms and not just one.

The proposed Implementation Finance Strategy would not likely generate significant revenue from new housing development within the 24th and William Street Urban Village, given that there is not a significant amount of housing planned in this Village. Because housing in this Village is not planned until City Council allocation of growth from Horizon III and the completion of the BART Station, what revenue would be generated would not likely be obtained in the near term. This being said, the Little Portugal and Roosevelt Urban Villages are within the first growth Horizon, and the 960 planned housing units could be development in the near term, generating revenue that could contribute to the development of the Five Wounds Trail.

While new housing is not anticipated in the 24th and William Street Urban Village prior to the development of an Implementation Financing Strategy, if new housing development was proposed before completion of this Strategy, the City should obtain an agreement with the developer (i.e. a developer agreement) that would determine how the proposed development would contribute towards the implementation of the improvements identified in the 24th and William Street Urban Village Plan.

Implementation Actions

***Implementation Action 1:** Develop an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund the implementation of the 24th and William Street, Little Portugal, Roosevelt and Five Wounds Urban Village Plans.*

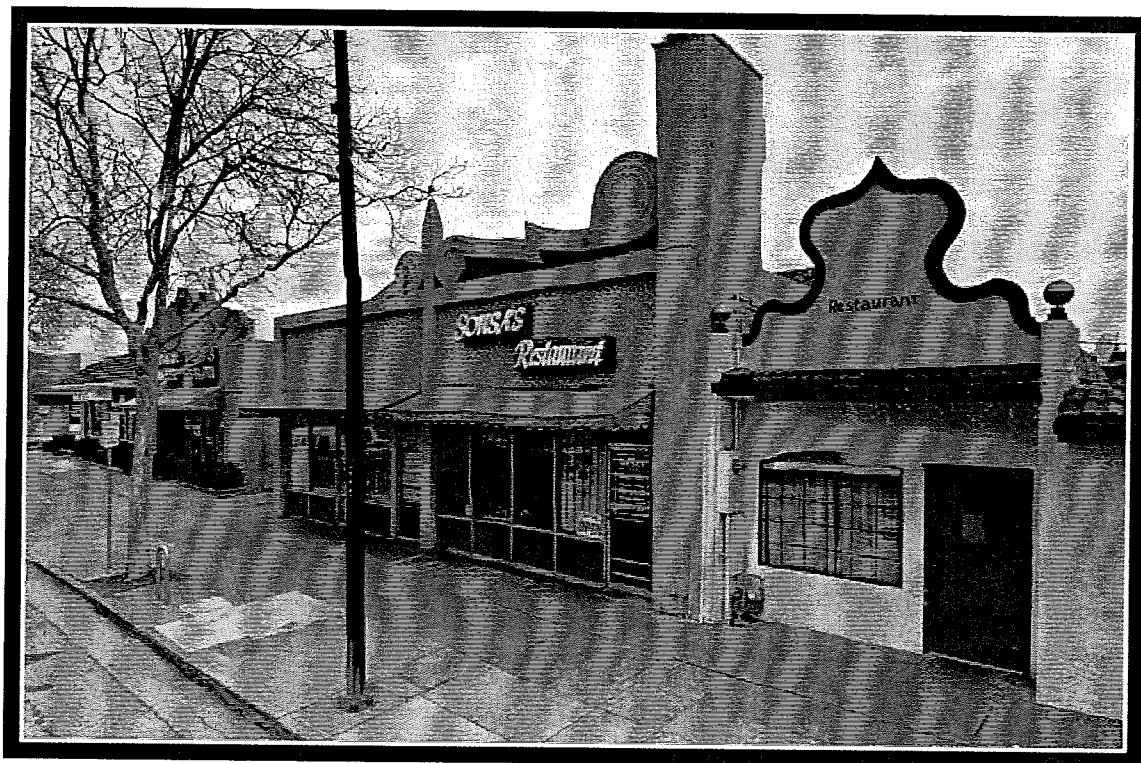
***Implementation Action 2:** If housing development is proposed prior to the establishment of the Urban Village Implementation Finance Strategy, obtain a developer agreement that will determine how a proposed development would contribute towards the*

implementation of the improvements identified in the 24th and William Street Urban Village Plan.

EXHIBIT "E"

LITTLE PORTUGAL

URBAN VILLAGE PLAN



Draft Plan - September 2013

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INTRODUCTION

The Little Portugal Urban Village Plan, together with the Roosevelt Park, Five Wounds, and Twenty-Fourth Street Urban Village Plans, are part of the first group of Urban Village Plans prepared by the City and the community to further the Urban Village strategy of the new Envision San Jose 2040 General Plan. As a City Council approved policy document for the future growth of the Little Portugal Urban Village, this Plan establishes a framework for the transition of the Little Portugal Urban Village into a vibrant mixed-use and pedestrian-oriented district that complements and supports the planned Bus Rapid Transit System (BRT) along Alum Rock Avenue. This Plan includes goals and policies designed to shape both future public and private development.

BACKGROUND AND PLANNING PROCESS

The planning process for the Little Portugal Urban Village really began with the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Plan that was completed in August of 2002. This SNI Plan outlined the community's vision and land use direction for the area that now encompasses four Urban Villages including the subject Little Portugal Urban Village, as well as, the Roosevelt Park, Five Wounds, and Twenty-Fourth Street Urban Villages. For the Little Portugal Urban Village, the vision of the SNI Plan was for a 3- to 5-story mixed-use and pedestrian oriented corridor with ground floor storefronts. While the SNI Plan was accepted by the City Council in 2002 as the community's vision and priorities for the Five Wounds/Brookwood Terrace Area, the Plan and its land use recommendations for the Little Portugal Urban Village area were not approved by the City Council and did not become official City Policy.

In 2010, the vision and recommendations for the future of the Five Wounds planning area, including the Little Portugal Urban Village, were further developed in the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan. This Plan was developed by the community and San Jose State University, with support from the City, under the umbrella of CommUniverCity. Completed in September of 2010, this Plan refined the land use, urban design, circulation, and parks and open space recommendations for Little Portugal and three other Urban Villages in the Five Wounds/Brookwood Terrace area. The recommendations of this Plan were not, however, formally approved as City policy by the City Council.

In 2011, at the conclusion of the Envision San Jose 2040 General Plan Update process, the first Urban Village planning process was started in the Five Wounds/Brookwood Terrace area, using the CommUniverCity plan concept as the starting point. The vision, goals and many policy recommendations of the CommUniverCity Plan have been integrated into the Little Portugal Urban Village Plan, as they are consistent with the strategies of the Envision San Jose 2040 General Plan. Unlike the prior planning processes, this Plan is approved by the City Council as the City's policy for the future growth within this Urban Village.

The Planning Process for the Little Portugal Urban Village Plan was combined with the Planning process for the Five Wounds, Roosevelt Park and Twenty-Fourth Street Urban Villages. The process first consisted of two community meetings where staff explained the Envision San Jose 2040 Urban Village strategy and how it would be implemented in the Five Wounds/Brookwood Terrace area. Following this outreach, two additional community workshops were held, each attended by approximately 40 to 50 residents, and property and

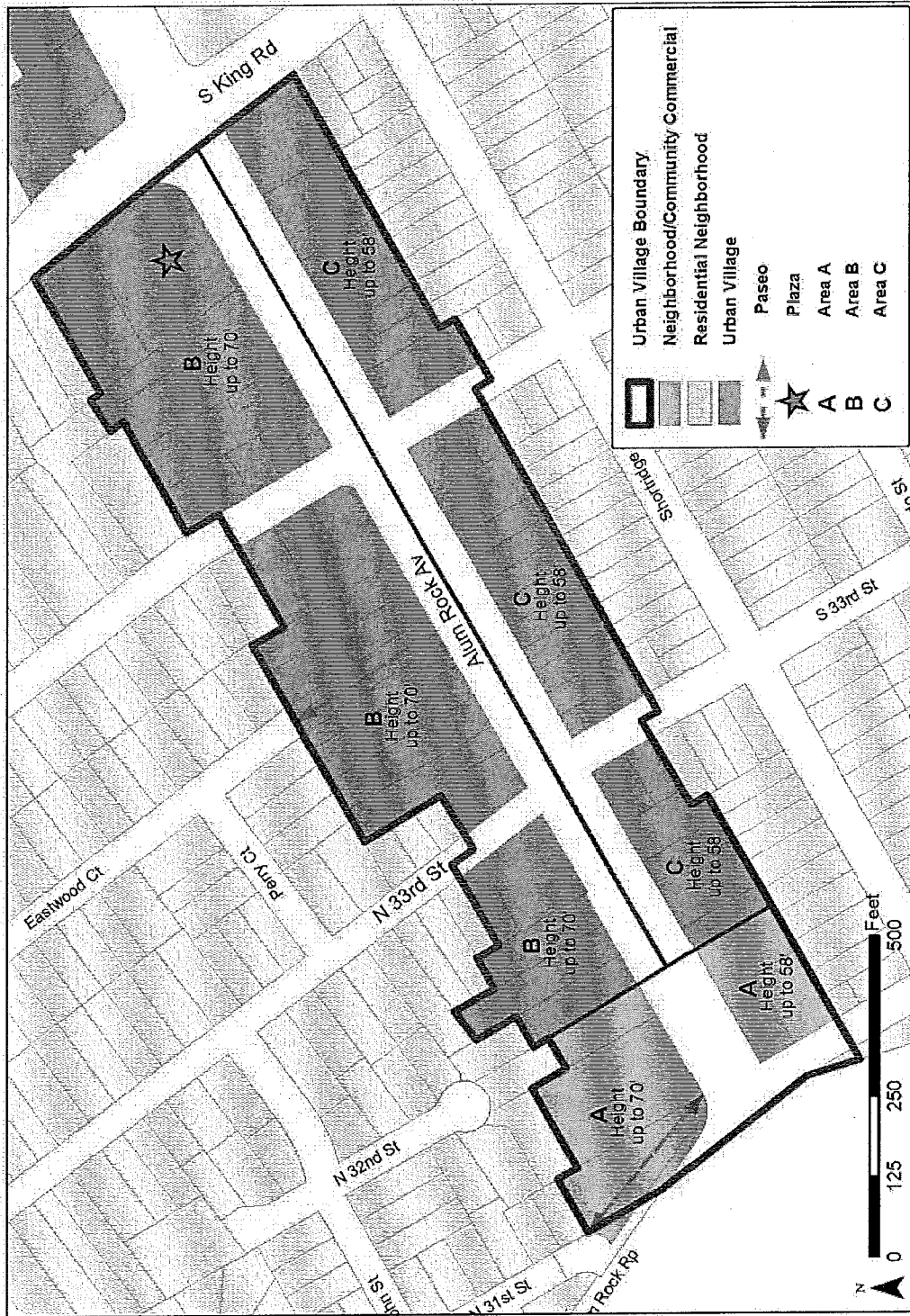
business owners. At the first workshop, on July 23, 2011, the community provided comments and direction on a draft land use plan. At the second community workshop, on January 26, 2012, the community reviewed and provided input on the refined land use and urban design plan, as well as the circulation, streetscape, parks and trails, and parking recommendations.

LAND USE

Land Use Goal: *Create a pedestrian-oriented complete community in the Little Portugal Urban Village by developing a mix of uses along Alum Rock Avenue, including retail sales and services, public facilities, offices and other commercial uses integrated with high density housing, to serve the surrounding neighborhoods and help create a vibrant great place.*

Currently, Alum Rock Avenue, between US 101 and King Road, consists predominately of one-story commercial buildings that contain restaurants, ethnic and convenience markets, medical offices, and community-serving retail stores and services. The corridor also includes a few older mixed use buildings that have ground floor commercial with apartments above. Much of this development is more than 50 years old and is pedestrian-oriented, with buildings built up to and addressing the sidewalk. The goal of this plan is to retain and expand upon the existing mix of community-serving commercial uses and the pedestrian orientation of much of the area, and integrate new high density housing as well as taller, more urban development into the corridor. This Plan recognizes that additional development along the corridor, if well designed and containing the right mix of uses, can add new vitality to the area and enhance its positive image. An expanded mix of neighborhood-serving uses, housing and employment opportunities would provide residents with the opportunity to meet many of their daily needs by walking, bicycling or taking transit, thereby furthering the City's General Plan goals to support a healthy community, and reduce traffic congestion and resulting green house gas emissions and energy consumption.

Figure 1
Land Use Designation & Height Diagram



Little Portugal Urban Village Plan

A. PLANNED GROWTH CAPACITY AND OBJECTIVES

This Plan establishes a commercial/employment square footage objective and residential unit planned capacity for the Little Portugal Urban Village overall. The commercial objectives and residential capacities shown are totals, consisting of the existing number of residential units and amount of commercial square feet, plus the planned new residential units and commercial square feet.

1. Employment Growth: The employment objective for the Little Portugal Urban Village is to add 82,000 square feet of commercial square feet to the existing 118,000 square feet for an overall objective of 200,000 square feet. This objective represents almost a 70% increase in the amount of commercial square footage above the existing level.

The commercial square footage objective establishes the amount of employment growth that is desired and is planned to be accommodated in the Little Portugal Urban Village. The Village objective of 200,000 square feet is based upon the “jobs first” Envision San Jose 2040 General Plan planned capacity of 270 jobs for the Little Portugal Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. This Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are generally envisioned to be a mix of retail shops and services, and professional and general offices.

To assist the City with achieving the overall commercial objective with the Little Portugal Urban Village, this Plan translates the 200,000 square feet objective into a commercial Floor Area Ratio (FAR) for each those areas within the Village that allow housing. These areas, which are designated with Urban Village Land Use Designation, are designated Areas B and C on the Land Use Diagram (Figure 1). The commercial FAR objective for Area B and Area C is 0.35, and 0.24, respectively. The FAR’s for Areas B and C are different to reflect the depth of the lots, and therefore the different development potentials for each area.

As discussed under the Urban Village Land Use designation text below, residential development must contribute towards meeting this commercial objective by including a mixed use commercial component, unless the commercial objective for the given Area has been significantly exceeded and a residential only project would not reduce the commercial FAR for the given Area below the objective. Given the historic and anticipated continued demand for housing in San Jose and Silicon Valley, not establishing an objective and a inclusionary commercial requirement for housing development would likely result in housing

development replacing the existing commercial development without adding new commercial uses, therefore precluding the achievement of the jobs/commercial target for the Little Portugal Urban Village Plan.

2. Housing Growth: The overall planned dwelling unit capacity for the Little Portugal Urban Village is 400 dwelling units, which includes the estimated 90 existing dwelling units plus the 310 new planned housing units. This overall residential unit capacity is the maximum residential growth planned for the Little Portugal Urban Village in the Envision San Jose 2040 General Plan. In this Plan, the community recognizes the importance of providing new housing in the Little Portugal Urban Village as a means of creating a more vibrant and active place; however, because the Envision San Jose 2040 General Plan is a jobs focused Plan, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.

B. LAND USE DIAGRAM

The land use diagram for the Little Portugal Urban Village is shown in Figure 1. The Little Portugal Urban Village is broken into Areas A, B, and C. As shown in Figure 1, Area A is located on the western end of the Little Portugal Urban Village, directly adjacent to US 101. The majority of the Little Portugal Urban Village is located to the east of Area A and is broken into Area B, north of Alum Rock Avenue, and Area C, south of Alum Rock Avenue. Two Envision General Plan land use designations are applied within the Little Portugal Urban Village, as described below.

Neighborhood/Community Commercial

Density: No established minimum or maximum FAR

Area A is designated with a Neighborhood/Community Commercial land use designation. The Neighborhood/Community Commercial land use designation supports a broad range of commercial uses such as neighborhood-serving retail stores and services, offices and private community gathering facilities, including places of worship. New residential uses are *not* supported by this land use designation; given its proximity to the freeway, Area A is not ideal for residential uses.

The floor area ratio's (FAR) for this Land Use Designation in Little Portugal varies slightly from the prescriptive FAR's established as part of this Land Use Designation in the Envision San Jose 2040 General Plan. While the General Plan limits the FAR of development within

the Neighborhood/Community Commercial designation to an FAR of up to 2, this plan does not establish a maximum, or minimum FAR. Development intensities will be limited by limits on the number of stories and by building height “step down” policies established in this Plan.

Urban Village

Density: No established FAR minimum or maximum for commercial development.

Commercial FAR minimum for mixed-use development varies by Area. No established minimum or maximum residential unit density.

Areas B and C, which constitute the majority of the Little Portugal Urban Village, are designated with the Urban Village land use designation. The Urban Village designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. In the Little Portugal Urban Village Plan, this designation also allows residential uses, which are envisioned to be in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development.

As discussed in Planned Growth Capacity and Objectives section of this Plan above, this Plan establishes a commercial FAR objective for the areas designated Urban Village. For Areas B the commercial object is an FAR of 0.35, and for Area C the objective is 0.24. To meet these commercial objectives, new residential development in Area B and Area C is required to provide a minimum FAR of 0.35, and an FAR of 0.24, respectively, for commercial uses. There is however, one exception to these requirements within the Urban Village Land Use designation. This exception could allow a residential project within the Urban Village Land Use Designation to provide a lower commercial FAR or potentially no commercial FAR at all. If the existing amount of commercial development at some point in the future exceeds the FAR objective for a given area, then a residential project could provide less than the required commercial FAR, such that the overall amount of commercial development within the given area would not drop below the FAR objective.

As with the Neighborhood/Community Commercial Land Use Designation in Area A, this Plan does not establish a maximum FAR for commercial or mixed residential/commercial development for properties designated Urban Village, nor does it establish a maximum or minimum number of dwelling units per acre for the residential portion of mixed use projects. The intensity or density of new development will be effectively limited by the maximum

height limits established in this Plan and shown in Figure 1 and by the parking requirements established in the Zoning Code.

This Plan also does not establish minimum FAR's for commercial development; however, the vision for the Little Portugal Urban Village is as an urban and pedestrian-oriented corridor with higher intensity development than currently exists. This Plan establishes a long term objective that properties redeveloped with commercial uses should have a minimum FAR of 2.0, and preferably higher. Commercial projects developed at less than an FAR of 2.0, while permitted, are intended to be interim uses to ultimately be replaced by high intensity commercial/employment uses in the future.

C. LAND USE POLICIES

To achieve the goal of creating a thriving mix of commercial businesses within a pedestrian oriented Urban Village, this Plan contains policies that are designed to encourage the retention and expansion of commercial uses within the Little Portugal Urban Village. This Plan supports ground retail shops and services along Alum Rock Avenue between King Road and US 101, and allows for offices and or housing located above. This Plan anticipates and supports retail uses that are small or mid sized in scale, and which serve the immediately adjacent neighborhoods, as well as the larger surrounding area. Big box or "large format" retail uses are not feasible given the small sizes of parcels along this section of Alum Rock Avenue. Large format retail would also not be appropriate in this pedestrian-oriented Village, given the auto-orientation of these uses.

While this Plan allows "stand-alone" commercial development of relatively low density and supports the continued use of the existing small-scale residential development, higher intensity development built with a floor area ratio (FAR) of 1.25 or greater is encouraged: a building built at an FAR of 1.25 would typically be 3 stories in height.

Since the Little Portugal Urban Village is intended to have a pedestrian focus, this Plan does not support new drive-through or other auto-oriented uses such as auto repair, automobile sales and rentals, or car washes. In addition to detracting from the Village's walking environment, these uses would not support ridership on the planned Bus Rapid Transit project.

While this Plan emphasizes expanding commercial activity in the Little Portugal Urban Village, it also supports high density mixed-use residential development. Residents of new

housing will support local businesses, acting as a catalyst for more economic and commercial development. This Plan does not establish a minimum density for residential mixed-use development, and a commercial development that only included a small number of residential units could be supported. Nevertheless, this Plan encourages development of mixed-use residential projects at higher densities, where they can be designed to be compatible with the surrounding neighborhoods.

Land Use Policy 1: *New commercial development is encouraged to be built at Floor Area Ratios of 1.25 or greater.*

Land Use Policy 2: *The minimum FAR for the commercial portion of a mixed use project should be 0.35 in Area B and 0.24 in Area C.*

Land Use Policy 3: *A mixed use residential project could provide less than the minimum commercial FAR called for in this Plan, or potentially no commercial FAR at all, if the existing amount of commercial development exceeds the FAR objective within the site's given area as indicated on the Little Portugal Land Use Plan, and such that the overall amount of commercial development within the given area would not drop below the FAR objective.*

Land Use Policy 4: *Development of ground floor neighborhood-serving uses along Alum Rock Avenue is strongly encouraged.*

Land Use Policy 5: *Types of uses in a mix and intensity that support ridership on Bus Rapid Transit are strongly encouraged*

Land Use Policy 6: *Drive-through uses should not be permitted within the Little Portugal Urban Village*

Land Use Policy 7: *Motor vehicle uses such as auto repair, automobile sale and rental lots, auto parts sales, and car washes are strongly discouraged.*

Land Use Policy 8: *Mixed-use residential projects are encouraged to build at densities of 55 dwelling units to the acre or greater in locations and with designs that are compatible with the surrounding neighborhoods.*

Land Use Policy 9: *The combining of parcels along Alum Rock Avenue is encouraged to facilitate new development, especially mixed-uses, at a higher density or intensity, and to provide for the inclusion of public plazas and other private but publicly-accessible open spaces into new development.*

URBAN DESIGN

Urban Design Goal: Create an attractive Urban Village that is a catalyst for the economic vitality of the Alum Rock Corridor, creates a vibrant pedestrian environment and contributes towards a strong and positive community identity through high quality and thoughtful design of buildings and public spaces.

The quality of urban design, including both the architecture and materials used in new buildings, as well as, the massing and placement of the buildings in relationship to the street, each other, and the surrounding neighborhood, will play a critical role in making Little Portugal a great place. If successful, the high quality of design in Little Portugal Urban Village will contribute to the positive identity of the area and set it apart from other areas of the City as place to live, shop and work.

This Plan provides urban design policies and actions intended to achieve this Plan's Urban Design goal by encouraging development that is of high quality and lasting design, pedestrian-oriented, and urban in scale, with buildings envisioned to be between three and five stories. At the same time, this Plan includes design parameters to ensure that urban development along the corridor is compatible with and accessible to the surrounding neighborhoods.

A. BUILDING HEIGHT

The surrounding community has expressed support for the redevelopment of the existing, predominately single-story commercial buildings along Alum Rock Avenue with multi-story commercial or mixed-use development. However, the surrounding neighborhood is largely composed of one-story single-family homes, with a few duplexes interspersed. As the area redevelops, it will be critical to ensure that buildings do not overshadow or overwhelm the adjacent homes and that they maintain sufficient rear setbacks adjacent to this lower density residential development. To ensure neighborhood compatibility, this Plan establishes the height limit and "step down" policies for new development along Alum Rock Avenue.

As shown on Figure 1, the height limit for properties on the north side of Alum Rock Avenue is 70 feet. Seventy feet would typically accommodate up to a 5 story office building or a 6 story residential building with ground floor commercial uses. The height limit for properties on the south side of Alum Rock Avenue is 58 feet, which would typically accommodate a four story office building or a five story residential building with ground floor commercial uses. To

allow for variation in roof lines and to accommodate mechanical equipment such as elevator shafts, non-habitable architectural projections, and mechanical and equipment rooms can exceed the 70 foot and 55 height limits by an additional ten feet.

It should be noted that the height limit for the properties designated Neighborhood/Community Commercial on the north side of Alum Rock Avenue is one story higher than the illustrative height range established for this land use designation in the General Plan. The height step down policies, for portions of new development adjacent to the surrounding residential neighborhood, are based upon the existing Main Street Zoning District designed for Alum Rock Avenue.

Building Height Policies

Building Height Policy 1: New development along the north side of Alum Rock Avenue shall not exceed a height limit of 70 feet.

Building Height Policy 2: New development along the south side of Alum Rock Avenue shall not exceed a height limit of 58 feet.

Building Height Policy 3: Non-habitable architectural projections, and mechanical and equipment rooms, and special treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit by 10 feet. Mechanical and building equipment should not be visible from the surrounding streets, and should be set back from the road edge and/or by screened with architectural elements.

Building Height Policy 4: New development adjacent to property with an existing single-family home or with a General Plan land use designation of Residential Neighborhood with a density of 8 dwelling units to the acre or less, shall step down in height to 35 feet within 20 feet of such single-family properties.

Building Height Policy 5: The height limit for any portion of a new development within 20 feet of a property containing an existing duplex on a property zoned for greater than 8 dwelling units to the acre is 45 feet. For portions of a property within 50 feet of duplex or higher density residential properties, building heights can then increase by one vertical foot for every one linear foot of additional setback from the residential property line.

B. ARCHITECTURE

Building architecture, when thoughtfully designed, can have a positive effect in shaping the identity of a district. This Plan intends that new buildings are of a high quality design that enhances the positive sense of place in Little Portugal and contributes to its economic and social vitality. While the policies below provide a great degree of flexibility, the community has expressed a strong preference for buildings built in a Mediterranean architectural style, or other architectural styles that reflect the Portuguese, as well as the Mexican heritage of the area.

Architecture Policies

Architecture Policy 1: Ensure that the design of new development in the Little Portugal Urban Village is of a high standard and contributes to the positive image and vitality of the corridor.

Architecture Policy 2: New development along Alum Rock Avenue is encouraged to be built in a Mediterranean or other architectural styles that reflect the ethnic heritage of the area.

Architecture Policy 3: To create a visually rich and interesting built environment, articulation of building façades and variations in building planes and roof lines are encouraged in new development. New buildings should avoid a monolithic appearance.

Architecture Policy 4: New development should include decorative elements on building facades and entryways, and are encouraged to integrate unique, artisan and artist-designed elements into façades and public spaces.

Architecture Policy 5: New development should use high quality, durable building materials on the façades of buildings, and in publicly visible areas.

Architecture Policy 6: Larger buildings should include changes in plane and roof lines to reflect individual units or tenant spaces so that the large building appears to be several small buildings.

C. STREET FRONTAGE

For a pedestrian on the sidewalk, the most important element of a building is the design of the ground floor. This Plan establishes the following policies to guide the sidewalk level design of new buildings along Alum Rock Avenue to ensure that development contributes to a positive walking experience.

Street Frontage Policies

Street Frontage Policy 1: New development should contribute towards a comfortable and visually engaging pedestrian environment by creating front facades that are pedestrian-oriented and inviting.

Street Frontage Policy 2: At least 70 percent of any building frontage along Alum Rock Avenue should be devoted to windows and entrance areas.

Street Frontage Policy 3: Large blank walls are discouraged along Alum Rock Avenue, 33rd Street and 34th Street, and adjacent to pedestrian paseo and public spaces such as plazas. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften the visual impact.

Street Frontage Policy 4: High visibility from the sidewalk into the interior of retail shops is encouraged through use of transparent openings and windows in building facades.

Street Frontage Policy 5: The installation of awnings and canopies is encouraged in retail areas to create shelter and shade for pedestrians. Bulky awnings that obscure views of building facades are discouraged.

Street Frontage Policy 6: The use of tinted and reflective windows on first floor storefronts is discouraged.

Street Frontage Policy 7: All ground floor commercial space fronting on Alum Rock Avenue, should have a primary building entry along and accessible from the adjacent sidewalk.

D. SETBACKS AND BUILDING PLACEMENT

In addition to the design of a building's facade, the placement of a building on a property can also significantly contribute towards, or detract from the pedestrian environment.

Many of the buildings in Little Portugal, built largely prior to World War II, have been constructed adjacent to the sidewalk, with the main entrance and windows facing the street and sidewalk. Parking, when provided, is located on the side or behind the building. While this Plan envisions significantly more dense development than the one- and two-story commercial buildings that currently exist, new development should replicate the existing pedestrian-oriented setbacks and building placement of many of these older commercial buildings.

Setback Policies

Setback Policy 1: New buildings along Alum Rock Avenue should be built adjacent to the sidewalk, with no or minimal front and side street setbacks for the majority of the front or side building façades.

Setback Policy 2: Greater setbacks along a public right-of-way should be accommodated in order to; (1) provide any additional needed pedestrian walkway/sidewalk to widen the public right-of-way to the desired consistent sidewalk width of 16 feet; (2) provide one or more recessed pedestrian entries; (3) a pedestrian plaza; (4) to accommodate pedestrian ramps; or (5) recessed pedestrian entries at the ground level or residential balconies at the elevation of the second finished floor or above.

Setback Policy 3: Parking lots or structures should be located behind or under buildings, and surface parking should not be located between the sidewalk and the front building façades along Alum Rock Avenue.

Setback Policy 4: Parking areas located at the side of a building, adjacent to Alum Rock Avenue should not occupy more than 30 percent of a given property or project's street frontage along Alum Rock Avenue. For corner properties, parking areas should not be located adjacent to an intersection.

E. GATEWAYS

As a neighborhood with a long Portuguese heritage, Little Portugal is a distinct community in San Jose with a rich history. However, the existence of this community is often not known to many in the City, and presently there are few identifiers along Alum Rock Avenue to inform people that they are traveling through Little Portugal. This Plan recommends a gateway or gateway element at the eastern end of the Village to announce arrival in Little Portugal. This Plan does not propose a gateway on the western end of the Village, adjacent to US 101,

because Little Portugal historically straddles both sides of US 101, with its western boundary roughly located at the intersection of East Santa Clara and 24th Street (Confirm with Davide). The community did not want to create a Gateway in the middle of the Little Portugal community, which could convey that the traditional Little Portugal area only included the portion on the east side of US 101.

The purpose of the Gateway is not only to identify the Portuguese heritage of this area, but to provide an Urban Village identifier that announces that one is entering a distinct district within San Jose. The Gateway would not need to include a formal or traditional column-like structure, but instead could include distinctive architectural elements, public art, landscaping, and/or paving treatments. The Gateway could also include signage identifying the Village, consistent with the City's Sign Ordinance, Title 23. As with the streetscape amenities discussed below, it is not anticipated that the City will have funding available for development of the Gateway, so funding will likely need to be secured through grants or private sources. As the adjacent properties redevelop, some gateway elements could potentially be funded by developers and integrated into their proposed development.

Gateway Policies

Gateway Policy 1: Establish a gateway to Little Portugal at the intersection of Alum Rock Avenue and King Road that announces entry to this Village and contributes to the positive identity of the corridor.

Gateway Policy 2: Work with neighborhood residents and surrounding property and business owners to develop a design for the Gateway that is consistent with the community's vision. As part of the design process, consider the inclusion of unique architectural and/or artist-designed gateway elements, landscaping, signage, sculpture and/or decorative columns.

Gateway Policy 3: When new development is proposed on the properties located on the western side of the intersection of Alum Rock Avenue and King Road, work with the property owners to incorporate Gateway elements into projects on these sites.

Gateway Action

Gateway Action: In collaboration with the community, pursue grant and other funding opportunities to support the construction of the Gateway or individual Gateway elements.

STREETSCAPE

Streetscape Goal: Create an attractive pedestrian-friendly street environment that contributes to the positive identity of the Little Portugal Urban Village, encourages walking, bicycling and transit ridership, and acts as a catalyst for private investment and business activity.

The character of the street and sidewalk play an important role in defining the identity of a place and in creating an environment where people feel comfortable walking and frequenting shops and services to meet their daily needs. Establishing an attractive and interesting streetscape in the Little Portugal Urban Village will help create a place where people want to socialize shop and live, and therefore, a place where businesses want to locate and invest. This section identifies improvements and design elements within the public right-of-way that will, in conjunction with new high quality development, promote the success of the Little Portugal Urban Village.

A. STREET TREES

Street trees provide many benefits to an urban corridor. Street trees make an area more attractive, contributing towards the corridor's positive identity, thereby encouraging private investment, increasing the flow of customers to businesses, and potentially increasing property values. Street trees create inviting pedestrian areas that encourage walking by providing shade from the sun and by providing a physical and visual barrier between pedestrians and the automobile activity on the street. In addition, street trees can increase pedestrian safety and reduce traffic noise by causing motorists to perceive a narrower street and slow down. Trees, large canopy trees in particular, produce shade which can reduce building energy costs naturally reducing the need for air conditioning, and trees improve air quality by filtering particulates from the air.

Alum Rock Avenue, between US 101 and King Road, has a consistent row of London Plane trees on both sides of the street that are beginning to mature and provide a wide canopy of shade. These trees should be maintained. When new or replacement trees are planted along Alum Rock, these should also be London Plane trees, or other varieties that are appropriate for a street environment and which can thrive in San Jose's Mediterranean climate. Where space allows, new or replacement trees should grow to provide a large shade canopy over the sidewalk when mature. One potential street tree that could be considered for Alum Rock Avenue is the Cork Oak (*Quercus suber*). The Cork Oak is an

evergreen tree that is native to Portugal, provides a good shade canopy, can thrive in a Mediterranean climate, and could potentially become the signature tree of Little Portugal.

Street Tree Policy

Street Tree Policy: Maintain, and expand where possible, the existing street tree canopy along Alum Rock Avenue.

B. STREETScape AMENITIES

The *BART Station Area Community Concept Plan* identified a number of public amenities recommended to be included in the Little Portugal Urban Village. These improvements include self-cleaning public restrooms, pedestrian scale lighting, drinking fountains, historic placards, street banners, and attractive and numerous trash and recycling receptacles. In addition, attractive landscaping within the “park” strip between the sidewalk and the street curb could beautify the corridor. If designed and executed well, these types of amenities can create an inviting pedestrian environment that could result in more community activity and business patronage along the corridor, which in turn could catalyze more private investment.

Due to City Budget limitations, it is not anticipated that the City will be able to provide or directly fund the development or maintenance of most of the amenities identified by the community through use of its general funds. As discussed in the Implementation Section, this Plan therefore recommends the development of an Implementation Financing Strategy that will establish funding mechanisms to pay for and maintain the streetscape amenities along Alum Rock Avenue. This strategy could include development impact fees, as well as the establishment of a special financing district, established through approval by property and/or business owners. One of the first steps of the development of the Implementation Strategy will be to work with businesses and community members to confirm which amenities identified in the *Concept Plan* should be included in the Strategy.

Another possible tool for developing some of the desired streetscape amenities is the City’s Public Arts Program. If streetscape elements such as street banners, street furniture, pedestrian-scale lighting, historic placards, and the like are designed by artists as unique but functional public art pieces, existing and proposed sources of public art funding could potentially be used for their installation, as discussed in the Public Arts section below.

Streetscape Policies

Streetscape Policy 1: *Develop streetscape amenities along Alum Rock Avenue that contribute to the positive image of the corridor, support its businesses and create an attractive and comfortable pedestrian and shopping environment.*

Streetscape Policy 2: *During the development entitlement process, encourage developers along Alum Rock Avenue to contribute towards or construct streetscape amenities.*

Streetscape Policy 3: *Include, as part of the Implementation Financing Strategy developed for all four of the Urban Villages in the Five Wounds area, a strategy to pay for and maintain streetscape amenities along the portion of Alum Rock Avenue with the Little Portugal Urban Village.*

Streetscape Policy 4: *Work with businesses, property owners and the surrounding community on the development of the Implementation Finance Strategy and, as part of this process, refine and prioritize which streetscape amenities should be developed.*

C. PUBLIC ART

Public art throughout the Little Portugal Urban Village can play a key role in reinforcing the visual identity of the area, celebrating its diverse cultural history, and providing significant added value to both public infrastructure and private development. Public art could occur as stand alone art pieces; however, public art in Little Portugal is envisioned to be integrated into the streetscape and buildings and to play a functional and not just aesthetic role. Examples of functional public art include street furniture, street or building lighting, paving treatments, bicycle racks, tree guards and grates, and gateway elements such as columns and landscaping. While this Plan does not limit the development of public art pieces to local artists, it does encourage consideration of local artists in the selection process and encourages the development and retention of local talent.

There are some limited funding mechanisms for public art. One, which applies only to public projects on City property, is the “percent for art” program. A “percent for art” is an allocation of one percent of all capital project costs for the design, fabrication and installation of public artworks to enhance the design and add to the character of the community served by the capital improvement. Percent for art funds within the City of San Jose are managed by the Public Art Program/Office of Cultural Affairs in collaboration with stakeholders and capital project managers. Public projects that are developed by outside agencies could also contribute to public art; however, a public arts contribution would have

to be negotiated on a case-by case basis. The City is currently negotiating with VTA for funding for public art along the East Santa Clara and Alum Rock Avenue corridor as part of the Bus Rapid Transit project.

A potential funding source for public art that should be explored is the establishment of a percentage for art program from new private development projects. The percent for art for private development would be calculated based on estimated building valuation calculated at the time of permit issuance. Such a funding tool could potentially be applied citywide, just to Little Portugal or to all Urban Villages and other growth areas. Regardless of how widely such a funding tool would apply, the funds collected in a given area would need to be spent within that area.

Another potential funding source for public art in the Little Portugal Urban Village, as well as, for other physical improvements and for streetscape maintenance could be the establishment of a special financing district. Such a district would need to be established by a vote of the property owners and/or business owners, depending on the financing mechanism. While the City would need to manage the process to establish a district, the property and/or business owners would need to express interest in initiating the process.

In addition to special financing districts or requirements for private contributions towards public art, developers can be encouraged, through the entitlement process, to integrate unique and/or artist-designed building and site elements into their projects.

Public Art Policies

Public Art Policy 1: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Little Portugal Urban Village to public arts projects within this Village.

Public Art Policy 2: Integrate public art and artist-designed streetscape elements, such as street furniture, bicycle racks, tree wells, and pavement treatments, into the streetscape and public right-of-way along Alum Rock Avenue.

Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc.

Public Art Actions

Public Art Action 1: Explore establishment of a public art fee on new private development in the Little Portugal Urban Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San Jose 2040 General Plan.

Public Art Action 2: Continue to negotiate with VTA for monies as part of the Bus Rapid Transit project to develop public art along Alum Rock Avenue.

PEDESTRIAN CIRCULATION

A key goal of the Envision San Jose 2040 General Plan and this Village Plan, is to create an urban fabric where walking is a convenient way to get from one place to another, and where the built environment is refocused from the automobile towards the pedestrian or cyclist. Little Portugal should be a place where people are encouraged and feel comfortable walking within the Village, and where surrounding community members are encouraged to walk from their homes to the Village. This section focuses on the pedestrian infrastructure needed to create a successful walkable Urban Village.

This Plan does not address automobile circulation because automobile circulation improvements were not identified as part of the CommUniverCity planning process, and some minor automobile circulation modifications along Alum Rock Avenue have been planned as part of the Alum Rock Bus Rapid Transit (BRT) project. This Plan also does not suggest additional bicycle circulation improvements within the Village corridor largely because there is not sufficient right-of-way along Alum Rock Avenue to accommodate enhanced bicycle facilities, particularly with the planned BRT project. Consideration for enhancing bicycle routes on parallel streets should be given.

A. SIDEWALKS

The existing sidewalks along Alum Rock Avenue, between the Highway 101 interchange and 34th Street, are generally 16 feet wide, with some portions as wide as 17.5 feet (measured from the inside edge of the curb inward and includes street tree wells). Due to a past street widening project, the sidewalks along Alum Rock Avenue between 34th Street and King Road, are much narrower, ranging between 7.5 to 9 feet in width. To maintain the existing wide sidewalks, or to expand the existing narrow sidewalks to 16 feet or greater in width, new development on Alum Rock Avenue should be set back from the property line to provide the additional needed pedestrian walk way. Setback areas should be paved to match the sidewalk in the public right-of-way to give the appearance of a broad sidewalk. Where the existing sidewalk along one side of a block is generally greater than 16 feet, new development should be set back to match the existing prevailing sidewalk width.

As on Alum Rock Avenue, wide sidewalks should be maintained, or established where necessary, along portions of 33rd and 34th Streets, and King Road that are within the Urban Village. The desired minimum combined sidewalk and “park” strip width on these street segments is 12 feet, narrower than the minimum width on Alum Rock Avenue, given that the

level of pedestrian traffic is anticipated to be less. The existing sidewalk width on these side streets is currently between 8 and 16 feet measured from the curb inward and including the “park” strip area. In locations where sidewalks will need to be widened, new development on adjacent properties would need to be set back from the street, with the setback area paved to match the sidewalk in the public right-of-way.

Sidewalk Policies

Sidewalk Policy 1: Establish and/or maintain minimum 16-foot wide sidewalks along Alum Rock Avenue as private properties redevelop.

Sidewalk Policy 2: As private properties redevelop, establish and/or maintain minimum 12-foot wide sidewalks on the portions of 33rd Street and 34th Street, and King Road that are within the Urban Village boundary and intersect with Alum Rock Avenue.

B. NEW AND EXISTING PEDESTRIAN CONNECTIONS

To facilitate and encourage walking from the surrounding neighborhoods to the shops and services, restaurants, offices, and transit stops within the Urban Village, direct and convenient walking paths should be established between the Village and these neighborhoods. Unlike much of suburban San Jose which was built for the car, the two neighborhoods on either side of Alum Rock have been built on a traditional street grid pattern and therefore have relatively good walking access to Little Portugal. There is, however, an opportunity to improve this pedestrian access in one particular instance and a need to preserve and enhance an existing pedestrian-only connection in another.

A new pedestrian connection opportunity is to connect the end of Eastwood Court with Alum Rock Avenue with a pedestrian-only paseo. Presently, Eastwood Court results in a dead end into the back of a property fronting on Alum Rock Avenue that contains a two-story, 10-unit apartment building. While the location of the existing apartment building does not preclude providing a pedestrian connection through to Eastwood Court, the opportunity for a more formal pedestrian paseo will likely occur with the redevelopment of this property together with the adjacent properties. The paseo is envisioned as an active space framed by multi-story buildings on either side, with ground floor retail shops and restaurants and outdoor seating along the majority of its length. As discussed below, this paseo, if large enough, could include or be integrated into a public or private but publicly-accessible plaza.

An existing pedestrian connection that should be retained and enhanced connects the cul-de-sac at the end of North 31st Street with Alum Rock Avenue. This connection consists of a sidewalk adjacent to the northbound US 101 on-ramp and is presently owned by the City as a public right-of-way. With the future redevelopment of the property adjacent to the east, this connection should be enhanced. New development could help create a safer space by including windows onto the sidewalk area that create “eyes on the sidewalk”, as well as lighting to improve visibility. To create a more attractive and inviting space, new development should plant landscaping and canopy trees parallel to the sidewalk.

The pedestrian connection to Alum Rock Avenue from South 31st also should be maintained and enhanced. Because there is a short segment of sidewalk just south of Alum Rock Avenue that is currently missing, the sidewalk on South 31st Street jogs from the eastside of the street to the west side of the street.. The area that contains the missing sidewalk segment is fenced off and used by an adjacent private property in one location, and in the other is used for parking and circulation for the adjacent commercial development at the corner of Alum Rock Avenue and 31st Avenue. The City should construct this missing segment of sidewalk as opportunities arise, requiring dedication or an easement for a sidewalk when the properties redevelop or make significant site improvements requiring a planning permit.

Pedestrian Connection Policies

Pedestrian Connection Policy 1: *As the surrounding properties redevelop, maintain and enhance the existing pedestrian connection between Alum Rock Avenue and the end of North and South 31st Streets.*

Pedestrian Connection Policy 2: *New development adjacent to the existing pedestrian connections to Alum Rock Avenue at the end of North and South 31st Streets should be designed to provide good visibility between adjacent uses and the corridors to create a safe and inviting public space.*

Pedestrian Connection Policy 3: *With the redevelopment of surrounding properties establish a new pedestrian paseo between the end of Eastwood Court and Alum Rock Avenue.*

Pedestrian Connection Policy 4: *A new paseo connection between the south end of Eastwood Court and Alum Rock Avenue should be designed as an active and inviting space with building entrances and windows addressing the paseo and with opportunities for outdoor seating areas.*

C. PEDESTRIAN ENHANCEMENTS

Prior to the start of the final design of the Bus Rapid Transit (BRT) project, the community identified a number of pedestrian enhancements along Alum Rock Avenue, including the need for enhanced crosswalks, pedestrian refuge areas at crossings, as well as sidewalk bulb-outs, or curb extensions at intersections that shorten intersection crossings for pedestrians. Each one of these enhancements is discussed below.

1. CORNER CURB BULB-OUTS

Given the geometry of the roadway, the width of Alum Rock Avenue, and the planned BRT project, bulbouts for crossings on Alum Rock Avenue are not feasible. Bulb-outs for crossings on 33rd Street, 34th Street and King Road are also not currently part of the BRT project; however bulb-outs in these locations are an improvement that could be explored in the future and would make the east- west pedestrian experience more comfortable. If installed, drought tolerant landscaping and art elements within bulb-outs are preferred over hardscape. Landscaping would need to be low in height so as to not interfere with the line of sight for approaching motorists. A maintenance program would also need to be established before landscaping could be installed, and such a program would likely need to be financed by surrounding businesses and property owners through the establishment of a business assessment district and/or another private funding source.

Corner Bulb-Out Policy

Corner Bulb-Out Policy: Pursue opportunities, when they arise, for the installation of curb bulb-outs in locations that are feasible and do not interfere with the operation of the Bus Rapid Transit System.

2. CROSSWALKS

The BRT project is planned to include enhanced crosswalks along Alum Rock Avenue at controlled (i.e., signalized) intersections; however, the exact location and design of these crosswalks are still to be determined at the time of the drafting this Plan. In the BART Station Area Community Concept Plan, the community recommended that the existing crosswalks along Alum Rock be enhanced to be wider and more visible to motorists. Enhanced sidewalks could consist of attractive stamped concrete that is colored differently from the surrounding pavement. Such a treatment would effectively communicate to motorists the presence of a crosswalk and the potential for pedestrians. Another possible treatment is the installation of uniquely designed inlaid thermo-plastic material that is imprinted into the street asphalt. This treatment is relatively affordable and often has more permanence than the standard painted crosswalks which can fade quickly with heavy traffic. The City's Department of Transportation will work with the VTA's BRT project team to select the best treatment for crosswalks that will achieve the visibility desired by the community, but have low maintenance costs.

Crosswalk Action

Crosswalk Action: Install wide and highly-visible crosswalks across and along Alum Rock Avenue to contribute to an attractive streetscape and a comfortable walking environment.

3. PEDESTRIAN REFUGE AREAS AND ROADWAY MEDIANS

As part of the Bart Station Area Community Planning process, the community recommended that pedestrian refuge areas be located in the middle of Alum Rock Avenue at its intersections with the US 101 on and off ramps, 33rd Street, 34th Street, and King Road. In addition, the community also recommended that a landscaped median be installed along the length of Alum Rock Avenue from King Road to US 101. Due to right-of-way constraints on Alum Rock Avenue through the Little Portugal Urban Village, there is insufficient room to accommodate the BRT project and pedestrian refuge areas or a center median island. The installation of medians or pedestrian refuge areas is not recommended and is not planned as part of the BRT project.

The community identified as a priority, the installation of pedestrian refuge islands and a landscaped median on King Road at its intersection with Alum Rock Avenue. King Road presently has a narrow median island on both the north and south legs of the intersection. The medians are not landscaped and do not extend to the crosswalks. In order to install a wider landscaped island and pedestrian refuge islands at this location, additional public right-of-way would need to be acquired. Both improvements could be explored in the future, as funding opportunities are identified.

Pedestrian Refuge Areas and Roadway Medians Action

Pedestrian Refuge Areas and Roadway Medians Action: As funding opportunities are identified, explore the installation of a pedestrian refuge and landscaped median in the center of King Road at the intersection with Alum Rock Avenue, and then install if feasible and as funding is secured.

PARKING

Parking Goal: Effectively manage the supply and demand for parking to ensure a sufficient amount of parking to meet the needs of businesses and residents, while ensuring that an oversupply of parking is not created which would detract from the pedestrian environment, the development potential of the corridor, and the overall vitality of the Little Portugal Urban Village.

Providing sufficient parking for customers and residents will be essential to the creation and continued success of a vibrant Urban Village, particularly one surrounded by largely suburban development. While it is anticipated that a significant number of people will walk, ride bicycles or take transit to the Little Portugal Urban Village in the future, many will also want to access the Village some or most of the time by automobile. In addition, many new residents will still own a car. Nevertheless, the goal is to create a pedestrian-friendly and more urban environment in the Village. On Alum Rock Avenue, the provision of large quantities of off-street parking, particularly in highly visible areas, will detract from the type of urban and walkable environment that this Plan and the community intend to achieve. The goal of this Plan is to effectively balance the demand for parking with the supply provided by new development and on public streets.

Accommodating the parking of automobiles consumes a significant amount of land, land that could be used for new development, landscaping and open space, and pedestrian circulation areas. For example, a typical modern suburban development in San Jose often has more than three times as much land dedicated for off-street surface parking than is occupied by the commercial building the parking is intended to serve. Parking space demands can, if not effectively managed and designed, detract from the goal of creating a walkable and vibrant Urban Village. Requiring suburban amounts of parking would also make it infeasible to redevelop most of the properties in the Little Portugal Urban Village with more urban and pedestrian-oriented development, given that these properties are typically small, and even if combined with adjacent properties, could not accommodate both significant new development and suburban levels of parking to serve that new development.

The parking policies included in this Plan are intended to reduce the amount of land dedicated to parking and thereby increase the amount of land available for other more active uses. At the same time, this Plan includes strategies to more efficiently manage both the off-street and on-street parking supply to ensure that the demand for parking by customers, residents and employees is appropriately met.

One potential strategy to better manage the existing parking supply is to install parking meters. Parking meters, if priced correctly, can ensure that a portion of the on-street parking supply is always available for customers. To ensure that that customers are not parking in the adjacent neighborhoods or are discouraged from shopping in the Little Portugal Urban Village, the cost of parking should be set at a low price; however this price must also be set be set high enough to ensure that at least a small number of on-street spaces are always available, by discouraging motorists from using on-street spaces for long periods of time. With the establishment of parking meters, the City and business owners within the Village should consider the establishment of a Parking Improvement District, which would set aside parking meter revenues for maintenance of the streetscape and/or the installation of streetscape amenities such as the ones discussed in the Streetscape section above.

To more effectively manage the supply of private off-street parking, this Plan encourages the sharing of parking between uses within a single development and between different uses on separate properties, through parking agreements amongst the private property owners. Different uses often have different peaks in their parking demand. For example, office uses typically need most parking from 8 to 5 pm during the weekday, and restaurants often need more customer parking on week nights after 6 pm and on weekends. By encouraging these two different uses to share available parking, and not build dedicated spaces reserved exclusively for each use, the overall cost of development is reduced and more land can be dedicated to active, often revenue-generating uses.

This Plan does not recommend the development of a City-funded off-street parking lot or structure as a means to provide a shared parking area for private development. Constructing such a facility is not anticipated to be feasible given the high cost of parking development, the difficult finances of the City and the State's elimination of San Jose's Redevelopment Agency. While a special financing district could potentially provide some funds toward a public off-street parking facility, such a district would not likely generate enough money to actually construct one, given the small size of the Village and the limited number of properties and/or businesses that could potentially contribute.

Parking Policies

Parking Policy 1: Encourage new residential and non-residential development to provide no more than the minimum number of parking spaces required by the Zoning code.

Parking Policy 2: Encourage new residential and commercial development to “unbundle” or separate the sale or lease price of parking spaces from the sale or lease price of the residential unit or commercial tenant space.

Parking Policy 3: Encourage the sharing of parking between uses that have different peaks in parking demand within the same development and between developments.

Parking Policy 4: As part of the entitlement process, ensure that new development provides off-street bicycle parking spaces as required by the City’s Zoning code and that they are located conveniently to shoppers and other patrons..

Parking Policy 5: Support the use of car elevators in new development, valet parking, car sharing programs, and other creative techniques to reduce the amount of space dedicated to parking.

Parking Actions

Parking Action 1: Rezone the Little Portugal Urban Village with a Main Street Zoning District which includes reduced parking requirements for residential and commercial uses.

Parking Action 2: After significant new development occurs along the corridor, work with residents, and property and business owners to explore installing parking meters along Alum Rock Avenue, as well as along the portions of the cross streets within the Urban Village boundary.

Parking Action 3: With the installation of parking meters in the Little Portugal Urban Village, work with property and business owners to explore establishment of a Parking Improvement District and identify ways to manage and spend parking revenue within the District.

Parking Action 4: As funding opportunities arise, proactively install bicycle parking in the public right-of-way in front of existing development

TRAILS AND URBAN PLAZAS

Trails and Urban Plazas Goal: *Maintain, enhance and expand the opportunities for community recreation and interaction for both existing and future community members of Little Portugal.*

Within the Little Portugal Urban Village, as well as the neighborhood surrounding it, there is very little opportunity for a new park of at least one acre. The Village and the surrounding area consist of relatively small commercial and single-family properties of which none are vacant and few are underutilized. Because of this lack of an appropriate site, and because this Plan envisions a relatively dense urban village, the need for future parks space cannot be met through the development of traditional larger parks that often include sports fields. Instead, this Plan focuses on the development of new publicly-accessible, but privately-owned and maintained plazas that are integrated into new urban development. These urban plazas would not provide the typical range of recreational opportunities found in the City's parks, but instead will be publicly-accessible areas framed by commercial and mixed-use development that provide opportunities for community celebrations and gatherings, informal interaction by neighbors, and events such as farmers' markets.

This Plan also supports the development of the Five Wounds Rail-Trail as a regional transportation and recreation corridor that would serve the Little Portugal community. Both privately-funded plazas and the Five Wounds Trails can be opportunities to celebrate community identity and history through artist or artisan-designed elements

A. URBAN PLAZAS

Opportunities for the development of new urban plazas will occur as properties along Alum Rock Avenue redevelop with higher intensity uses. Urban plazas should be designed to provide visually engaging gathering spaces for community members to socialize informally, as well as space for neighborhood events. These spaces could also be used for commercial activity including outdoor seating for restaurants and cafes, and spaces for food carts and small farmers' markets. The spaces should be framed by business uses that could potentially expand seasonally onto the plaza and serve as "eyes" on the space to ensure a more secure operation. While larger plazas of 15,000 to 20,000 square feet are desired and would provide the most flexibility in use, the small size of existing parcels along Alum Rock Avenue will likely result in plazas that are significantly smaller. Nevertheless, the minimum size of private but publicly-accessible plazas should be 2000 square feet. Two thousand square feet

would provide sufficient space for street furniture, trees and landscaping, public art and small community gatherings or events.

Outside of Downtown and Santana Row, few urban plazas have been successfully developed in San Jose. Because of capital, operational and maintenance constraints, the City is not likely to finance construction of plazas within the Little Portugal and other Urban Villages. Urban plazas would need to be developed and maintained by private developers. The City and the community will need to work with private developers, as projects are proposed, to facilitate the development of public plazas, including any public art requirement. The City's Parkland Dedication Ordinance (PDO) requires that new residential or mixed-use residential commercial development either dedicates land for public parks, pay a fee in lieu of dedication, construct new park facilities, or provide a combination of these. The total funding obligation is based on the number of residential units built. The PDO ordinance allows residential or residential mixed-use developments to receive up to a 50% credit toward meeting the park funding obligation by providing private, but publicly-accessible plazas. It must be noted that currently plazas or portions of plazas that are counted towards meeting a development's park obligation cannot be used for or include commercial uses.

While this Plan supports locating publicly-accessible plazas in any location along Alum Rock Avenue, the community's preference is for a plaza at the northwest corner of Alum Rock Avenue and King Road, kitty-corner from the Mexican Heritage Plaza. A plaza at this location could also contribute towards a Gateway to Little Portugal and, having good visibility at the intersection of two major roadways, could contribute towards the area's strong, positive and unique identity. The heavy volumes of automobile traffic on the two adjacent major arterials will, however, present a challenge in designing a community space that will be inviting and usable by pedestrians, including mitigation of the noise from passing traffic.

As discussed in the Pedestrian Circulation section, this Plan recommends that as part of the redevelopment of the properties located between the end of Eastwood Court and Alum Rock Avenue, a pedestrian paseo should be developed to provide a direct connection between Alum Rock Avenue and the neighborhood on Eastwood Court. The Alum Rock entryway to such a paseo could provide another opportunity for an urban plaza, with adjacent cafes and restaurants with outdoor seating, and retail stores lining the plaza and the paseo.

Urban Plaza Policy

Urban Plaza Policy: To provide a space for community members to casually interact with each other and also space for community activities, integrate publicly-accessible but privately-owned and maintained plazas into new development along Alum Rock Avenue.

Urban Plaza Action

Urban Plaza Action: Explore policy or ordinance changes that would facilitate the development and maintenance of privately-owned plazas within Urban Villages and other growth areas throughout the City.

B. FIVE WOUNDS TRAIL

The former Western Pacific Railroad's San Jose spur line bisects the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative Area, providing potential bicycle and pedestrian connections from Five Wounds/Brookwood Terrace community to the planned Berryessa BART Station at the San Jose Flea Market site north of US Highway 101, the planned Alum Rock BART station and Kelley Park to the south. In addition, the trail will provide connections to the planned Lower Silver Creek Trail, the planned Three Creeks Trail (also on the former Western Pacific right-of way) and an expanded Coyote Creek Trail. This interconnected trail system would be a component of the City's planned 100-mile trail network and serve recreational and commute needs beyond those of Little Portugal and surrounding communities.

Completion of the Five Wounds Trail is a priority for the community, and design concepts for the Trail were developed in the BART Station Area Community Concept Plan. While the Five Wounds Trail is located across US 101 and is not immediately adjacent to the Little Portugal Urban Village, the trail is intended to be a regional trail facility that would provide recreational opportunities and an improved bicycle transportation corridor for people living and working within and adjacent to this Village.

Only a portion of the anticipated PDO fees generated from new residential and mixed-use development can be allocated to private plazas, so there remains a question as to where to allocate the balance of the PDO fees collected in the Little Portugal Urban Village. This Plan recommends consideration of a reserve fund where PDO monies collected could be earmarked for the future development of the Five Wounds Rail Trail. Upon evaluation of priority park projects as park fees are collected within the vicinity of the Little Portugal

Urban Village, the Director of Parks, Recreation and Neighborhood Services could recommend establishment of a Five Wounds Trail reserve within the Parks Trust Fund with the intent to develop the Five Wounds Trail.

It must be noted that the Five Wounds Trail is presently listed as an unfunded second-level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements for the project and the anticipation that it will take many years to complete the project.

Trail Policies

Trail Policy 1: Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.

Trail Policy 2: Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which PDO monies from development occurring in the Little Portugal Urban Village could be set aside for the development of the Five Wounds Rail-Trail.

Trail Policy 3: In the development of the Rail-Trail, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

IMPLEMENTATION

A. IMPLEMENTATION STRATEGIES

The Little Portugal Urban Village Plan is in first Horizon of the Envision San Jose 2040 General Plan. These Horizons are intended to phase the amount and location of housing development that gets built in the City of San Jose; these Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time. With City Council approval of this Urban Village Plan, mixed-use residential development can move forward in this Village consistent with the goals and policies of both the Little Portugal Urban Village Plan and The Envision San Jose 2040 General Plan.

The Little Portugal Urban Village Plan will largely be implemented as the individual private properties along Alum Rock Corridor redevelop. The City does not redevelop properties, but the City can and should take proactive steps to encourage development in the corridor. One key step will be to rezone the corridor with the Main Street Zoning District that was developed for Alum Rock Avenue between King Road and Interstate 680 or other districts that are consistent with and further the goals of this Plan. Rezoning the properties in the Little Portugal Urban Village would clear away a major entitlement hurdle for future developers. The present Commercial General Zoning district that is applied to most of Little Portugal precludes the construction of more urban pedestrian-oriented development, requiring 25- foot front setbacks. For most properties to develop consistent with the policies of this Plan, a developer would currently need to rezone a given property to a Main Street or similar urban zoning district before proceeding with other development permits.

With the end of the Redevelopment Agency program in California and San Jose, the City does not have the same level of eminent domain authority to proactively assemble private properties for redevelopment. Nevertheless, there are other steps the City can take to facilitate development in addition to rezoning within the corridor. For example, the City can proactively seek potential developers and inform them of the development opportunities within the Little Portugal Urban Village, a kind of marketing. The City can also meet with existing property owners to discuss the potential for redevelopment on their properties and then connect property owners with potential interested developers.

A major challenge to successfully achieving the vision for the Little Portugal Urban Village will be funding the public improvements identified in this Plan. The San Jose Redevelopment Agency was in the past, and could have been a significant source of funding, but the Agency was eliminated, together with all redevelopment agencies in California, by the State. The

City of San Jose is also anticipated to have limited resources for public improvements, and maintenance of those improvements, in the future. To address this funding challenge, this Plan recommends the development of an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund the identified public improvements. This Strategy would not be developed solely for the 24th and William Street Urban Village but would be developed as one strategy for all four of the Five Wounds area Urban Villages: Roosevelt, Little Portugal, Five Wounds, and 24th and William Street Villages. In addition to funding capital improvements, this Strategy will also need to include mechanisms to fund the on-going maintenance of these improvements.

Because it is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Five Wounds area, this Plan recommends that the Urban Village Implementation Finance Strategy establish funding mechanics that would require new housing development to contribute towards the implementation of the Urban Village Plans and identified improvements above and beyond the City's normal requirements. With an ultimate planned housing capacity of 2,022 units, the four Urban Village Plans within the Five Wounds area could be a significant source of revenue that could contribute to the development of identified improvements along Alum Rock Avenues, as well as the Five Wounds Trail, which would be an amenity for the Little Portugal Urban Village. Potential funding mechanisms that should be explored as part of the development of this strategy include Development Impact Fees, Improvement Districts, Infrastructure Financing Districts, Community Facilities Districts, and Development Agreements. Ultimately the Implementation Finance Strategy could include a combination of these funding mechanisms and not just one.

Because the Little Portugal Urban Village is the first growth Horizon, new housing development can be supported in this Village with the Council approval of this Plan. Because an Implementation Finance Strategy will occur as a subsequent step, mix use residential development could be proposed prior to the completion of the Strategy. If this were to occur, the City should obtain an agreement with the developer (i.e. a developer agreement) that would determine how the proposed development would contribute towards the implementation of the improvements identified in the Little Portugal Urban Village Plan.

Implementation Actions

Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund the implementation of the 24th and William Street, Little Portugal, Roosevelt and Five Wounds Urban Village Plans.

Implementation Action 2: If housing development is proposed prior to the establishment of the Urban Village Implementation Finance Strategy, obtain a developer agreement that will determine how a proposed development would contribute towards the implementation of the improvements identified in the Little Portugal Urban Village Plan.

Implementation Action 3: Rezone properties within the Little Portugal Urban Village consistent with the goals and policies of this plan. City initiated rezonings that would allow residential uses should not occur until after completion and adoption of the Implementation Finance Strategy.

Implementation Action 4: Actively market the Little Portugal Urban Village to potential developers of urban commercial and mixed-use development

Implementation Action 5: Meet with property owners to inform them about the Urban Village Plan and how they could benefit from the Plan, and then connect them with potential developers.

